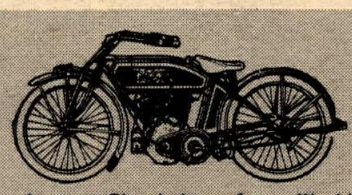
VOLUME VIII NUMBER 21 WEST June 8, 1971 PRICE THIRTY CENTS

Cycle News

America's largest and most complete weekly motorcycle newspaper

25th Annual Greenhorn Enduro . . . Page 16



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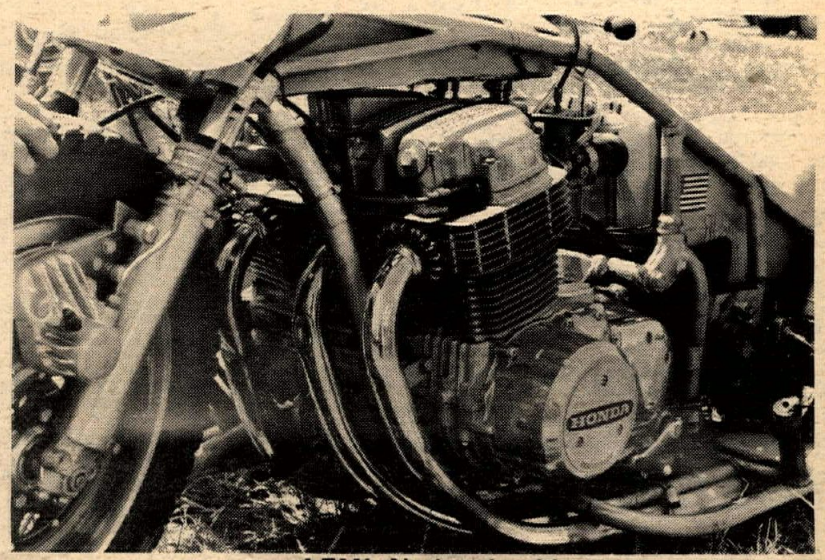
INSIDE ACTION



AFM's National at Vaccaville . . . Page 10

Clements' CMC Utah Sweep . . . Page 15

Many year Expert of Enduro and Desert riding Charles Hockie takes quick breather at the Red Mountain check in this year's running of the Annual Greenhorn National championship Enduro. The two-day "excursion" covered 500 miles of fast riding over both desert and mountain terrain, typical of this now-famour Pasadena M.C. event. Photo by Ron Schneiders.

CYCLE NEWS
2499 Cerritos Ave.
Newspaper
Long Beach, Ca.
90801 (213) 427-7433

WEDNESDAY, JUNE 2

ACA TT/ST, El Toro (Ca.) Speedway, I-5 & El Toro Rd. $5 mail (5/31). $10 post. 7:30 pm. 714/774-3222.

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking/program. 213/793-1558.

THURSDAY, JUNE 3

CMC MX, Ascot Pk., Gardena, Ca. Nite. $5 post. 213/323-9701.

ST/TT SCRAMBLES, Arena Pk. Rcwy, Lubbock, Tex. 8 pm. Mini-250. Hi-Plains Racing Assn., 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Spdwy, South Gate, Ca. Nite. 213/862-0229.

SWAP-A-RAMA, National Orange Show Grounds, San Bernardino, Ca. Set up noon-5, swap 5-midnight. Cycle Swap, Inc., 4213 Riverdale, Anaheim, Ca. 92806.

FRIDAY, JUNE 4

PRO TT, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 503/659-1022.

TT/ST, Ascot Pk., Gardena, Ca. Nite. 213/323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. Adults $2.50, 12-16 $1.50., kids 50 cents. 213/793-3927.

SPORT SCRAMBLES, American Cyn., Vallejo (Ca.) Speedway. 8 pm. $2 ride/watch. class 'C'. 707/644-0741.

FRI-SUN., JUNE 4-6

INTERNATIONAL MOTORCYCLE EXPOSITION, Cal Expo, Sacramento, Ca. Info: IMSPA, 6733 Fair Oaks Blvd., Carmichael, Ca. 95608, 916/483-8197.

SATURDAY, JUNE 5

TT SCRAMBLES, Sonoma-Marin Frgnds. 6:30. 'C' trac. $2 ride/watch. Silencers. 1140 Laurén Dr., Petaluma. 707/763-3944, 763-2911.

ST, m/c's & cars. Almeda Spdway, 5 mi. S. of Astrodome, Houston, Tex. 7:30 pm. $2.50 gate. 713/529-3015.

MINIS, SCMBA, Trojan Spdwy, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. 213/862-0229.

AMA NATIONAL HALF-MILE, Louisville Downs, Louisville, Ky. 20 laps.

TT, Elsinore Race Track, Elsinore, Ca. Off Hwy 71. 7:30 pm.

SPORT ST, Valley. Cycleland Spdwy, 14 mi. S. of Chico, Ca. 8:30 pm. $2 ride/watch. 3 plates. 916/342-9302.

EUROPEAN SCRAMBLES, Arroyo Racing Assn., I-15 at Bell Mt., Stoddard Wells exit. N. of Victorville. 714/883-6423.

SAT. & SUN., JUNE 5-6

HARE SCRAMBLES, Greyhounds. Ponderosa, 15 mi. E. of Lancaster, Ca., on Ave. J. 10 am. 213/367-2907.

POKER RUN, Oroville, Ca. $3.25, sign 9-12 Sat. at Hewitt Park. Oroville M.C., Box 823, Oroville, Ca. 95965. 916/533-2499, 533-7062.

SUNDAY, JUNE 6

TT/FT, 50-lapper, Trojan Spdwy, South Gate, Ca. 4:30 pm. $5 post. 213/862-0229.

MX, Deadman's Point. Apple Valley, Ca. 10 am. $2 post, $2.50 non-members. $2 gate. 714/247-7473 eves.

MINIS, AMRA. Indian Dunes, Valencia, Ca. $2.50 post, $3 non-members. 10 am. 805/259-8000.

ENDURO, Lassen. 2nd Annual Diamondback. Wendel, Ca., 22 mi. E. of Susanville. Write: Box 1017, Susanville, Ca.

TRIALS, PNTA. Tiger Cyn., Walla Walla, Wash. Box 131, Weston, Ore. 97886.

EUROPEAN SCRAMBLES, SRA. Limed from Calif. City, Ca. Beginners, nov. only. Sign 6 am, camp. 714/735-4641, 213/370-8234.

ACA RR CANCELLED Springs, Ca. $8 mail (extra class/bike $1) $5 post. 714/774-3222.

HARE SCRAMBLES, Desert Knights. Limed from Red Mountain. 10 am. D-37 pts.

CMC MX, Osteen Park, Pomona, Ca. $5 mail (5/31), $10 post. 10 am. Box 1402, Costa Mesa, Ca. 92626.

MX, Bay Mare Racing Associates, Bay Mare. 9:30. $5 mail, $7 post. $500 for Seniors. Box 371, Somis, Ca. 93066. 805/529-1872.

HILLCLIMB, Oakland. Carnegie Cycle Park, 10-miles E. of Livermore on Tesla Rd. 10 am. No chains. 415/581-1256, 846-3510.

MX, HRA. Huntington Beach Cycle Park. Niguel Series. $5.50 post, no gate fee. $1.50 watch. 10 am. Box FA, Westminster, Ca. 92683. 714/831-2117, 246-6109.

TT SCRAMBLES, Oasis. Chruchill Co. Frgnds, Fallon, Nev. Sign 9:30, race 1. $2 post, adm. $2.50. Silencer req'd.

SCRAMBLES, Palo Alto. Cycle Hills, nr. Morgan Hill. 'C' trac. Sign 8, race noon. $2 ride/watch, all classes.

MINI-ST, MBWWRA. San Jose (Ca.) Frgnds. Championship race. $7.50 race, $2 watch. Noon. 408/224-0467. Box AE, Campbell, Ca.

TUE.-FRI., JUNE 8-11

BAJA 500, Ensenada-to-Ensenada. $275. Entries close 5/20. NORRA, 1616 Victory Blvd., Suite 200, Glendale, Calif. 91201. 213/245-1033.

WEDNESDAY, JUNE 9

SPEEDWAY, SRA Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking program. 213/793-1158.

ACA ST/TT. El Toro (Ca.)Speedwy, I-5 & El Toro Rd. $5 mail (6/7), $10 post. 7:30 pm. 714/774-3222.

THURSDAY, JUNE 10

CMC MX, Ascot Pk., Gardena, Ca. $5 post. Nite. 213/323-9710.

ST/TT SCRAMBLES, Arena Pk. Rcwy, Lubbock, Tex. Minis-250. Hi-Plains Racing Assn., 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Spdwy, South Gate, Ca. Nite. 213/862-0229.

FRIDAY, JUNE 11

½-MILE, Ascot Pk., Gardena, Ca., Nite. 213/323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. $250 adults, $1.50 12-16, kids 50 cents. 213/793-3927.

SPORT SCRAMBLES, American Cyn., Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. Class 'C'. 707/644-0741.

PRO TT, Ore. Sidewinders. On Lawnfield Rd. near Clackamas, Ore. 8 pm. 503/659-1022.

SATURDAY, JUNE 12

PRO TT, Mt. St. Helens. Box 51, Castle Rock, Wash. 98611.

SPORTSMAN ST, North Bay. Chris Beck Arena, Sonoma Co. Frgnds, Santa Rosa, Ca. Prac. 6:30. $2 adm.

SCRAMBLES, Shasta. Happy Valley Rcwy, 11 mi. W. of Anderson, Ca. 8 pm. $2 ride/watch. 916/365-7753, 365-1709.

(Continued on page 26)

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st THURS. OF EVERY MONTH

250 TT, 50 lap – Trojan Speedway. Guaranteed $300.00 purse. Pre-entry fee $5.00. Post Entry fee $10.00. Send entries to 5601 Southern Ave., South Gate, Calif. or bring by the track. Gates open 5:30, Close 7:00. First race 7:30. Also regularly scheduled program. For further information call: (213) 923-9132 or 862-0229.

EVERY WEDNESDAY

A.C.A. SHORT TRACK & TT at El Toro Speedway (formerly Orange County Speedway) 23001 Valencia, El Toro, Calif., El Toro off-ramp San Diego Freeway. Pre-Entry $5.00. Post-Entry $10.00. Pits open 6:00 p.m., practice 7:00. First race 8:00 p.m. ACA license required. Pit men $2.00 membership. Guaranteed Purse Sr. Classes. Admission $2.50, Jr. (12-16) $1.50. Info: (714) 744-3222.

EVERY FRIDAY:

AMA Professional Short Track races. Capitol Speedway, West Sacramento, Calif. Quarter Mile dirt track. Ph. 916-371-7492. Warmups 6:30, races 8 p.m.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday – Motocross – all classes 8 a.m. practice – 10 a.m. start – $2.00 gate entry – $2.00 race entry with membership, $2.50 without membership. Info – (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

EVERY SATURDAY

Professional TT (night) by the Mt. St. Helens M/C Club, Inc., at Castle Rock, Wash. For information write: P.O. Box 51, Castle Rock, Wash.

EVERY THURSDAY

CMC NIGHT MOTOCROSS AT ASCOT PARK

$5 post entry – 3 number plates. CMC license required. Pit gates 4:30 PM. First race – 7:30 PM. $400 purse, Experts – trophies, Juniors and Intermediates. General admission $2.95, Junior admission $1.50, Kids admission $.50. Under 8 Free. Entries close 6:30 PM.

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June 20-H.B. Cycle Park, H. Beach
June 27-395 Cycle Park, Adelanto
July 11-395 Cycle Park, Adelanto

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motocross

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20th Saddleback Park (Penton Series)
27th Carlsbad (Penton Series)
July 4th Osteen Park
11th Carlsbad
18th Saddleback Park (Penton Series)
25th Carlsbad (Penton Series)

$5 mail entry – $10 post entry. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 7:30 – sign-up closes 9:00 AM – racing starts 10:00 AM. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, CA 92626.

ACE

Motocross Schedule & up coming events

at

Indian Dunes Park

June 6 – Motocross *
June 12 – All Junior Day
June 13 – Motocross *
June 20 – Motocross
June 26 – All Junior Day *
June 27 – Viking Series

*Mail entry this event

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LETTER FROM BRAD GENE LACKEY

As you already know, I got 13th at Poland. I didn't like the track so much; it was sand with 4 foot whoop-de-doos all over – a 1st, 2nd, and 3rd gear section all like this:

Here's the way the race is run: They time you in practice and your time determines your place on the start line. So far, Poland was the only place where I knew when they were timing me so I went as fast as possible but I ended up somewhere in the middle. Not good enough for the front line – good old back row start. And, talk about dust! These G.P. guys never heard of water. This was my first G.P. Sand, which I hate, back row start, Dust City. Not to mention 50 min. motos – those were the killers.

Next was Germany. I didn't know when they were timing me because nobody speaks English. This paper from the AMA, which you are supposed to have to ride, was misplaced because I did not need it in Poland. Anyway, everybody practiced Saturday but me. So, Sunday morning they timed me on about my 3rd lap around the track – naturally a back row start again. This track was Dust City all over again. I felt like I was going better than in Poland but I guess not.

So, here I am in Jugoslavia. It's so hot here you can't even believe it; even after practice Saturday the heat gets to you. Not so good in practice timing – about the middle again, almost to the front row. They have it figured I got 13th in the first moto but they are wrong; I got 12th, but I can't tell anybody about it so I get 13. They got the second one right. I was behind Marcel Wiertz again in 11th so this 12 instead of 13 would put me in 10th place, but, what can you do? So, here's my results so far: Poland 13th official, Germany 17th official, Jugoslovia 11th offcial.

Anyway, that's the way it is. Make it good and no excuses why I didn't get first and stuff like that. Just normal Brad Lackey stuff...

BRADLY
Czechoslovakia

"These hills are really something to look at now that the motorcycles are gone."

VOICES OF THE WEST

PAST MX CHAMPIONS

I am writing a term paper on the history of motocross and need some information I hope you can supply – nobody else seems to have it. I need the names of the World Motocross Champion for the past five years in both the 250cc and 500cc classes. Can you help me?

KEN BROWN
Norwalk, Calif.

Thanks to Ted Moore of American-Jawa, we can, and here they are:
250cc
1966 Torsten Hallman (Hus)
1967 Torsten Hallman (Hus)
1968 Joel Robert (CZ)
1969 Joel Robert (CZ)
1970 Joel Robert (Suz)
500cc
Paul Friedrichs (CZ)
Paul Friedrichs (CZ)
Paul Friedrichs (CZ)
Bengt Aberg (Hus)
Bengt Aberg (Hus)
We would also like to receive a copy of your term paper for our files...Ed.

WIND LEFT UNSAID

Certainly no club deliberately sets out to put on a bad race, especially when they have been complimented on previous efforts. Anyone at the Spokebenders race Sat. night and Sun., or for that matter who stayed at home and read the daily papers knows of the gale winds of that weekend. The article on the race at Lucerne Valley was on page 16. Opposite, on page 17, was the headline "Wind Blows Berdoo's T.T. Scrambles." Your reporter avoided mentioning that winds played havoc at Lucerne, also.

Hours of time and about 3000 pounds of lime were wasted when blowing sand covered the markings. More lime was put on the course Sun. a.m. but unfortunately no one turned off the wind. "Act of God." Laying out a course should not have to include removing ribbon from previous races. Thamks to the two or three clubs who raced there recently, enormous amounts of ribbon were left in the area. "Act of man."

If limers can carry out heavy sacks loaded with lime, surely they could use the same sacks to bring in ribbon as they remove it from the bushes. With dwindling areas to ride in, this problem will grow. Dist. 37 should fine or penalize any club not removing their ribbons and arrows after their race.

Since I didn't ride the course I cannot attest to the length of the loops. However, even 20 mile loops would have suffered from the above problems. Anyone associated with a club that puts on a race knows the hard work and sweat involved, and no one wants to throw a "DESERT BOMB."

VENA WILLIS
Torrance, Cal.

NOBODY IS LISTENING TO US

I am a Deputy Sheriff in the Saugus-Newhall area and have occasion to hear most of the non-riding public's complaints concerning bike riders and am convinced that the Number 1 complaint is NOISE.

In the past I have talked to many people in an official capacity and requested that they put silencers on their bikes and not ride close to where they might disturb anybody. I have explainced to them that their actions will eventually cause all the riding areas to be closed to everyone. Many times I have seen the same rider commit the same offense in the same area the very next day.

I have not written any citations yet for any offense I have seen but I am going to start very soon. Apparently the only deterent some people understand is one that costs them money. I feel that I have been more than fair but my patience is wearing very thin. When my riding area is closed because of some thoughtless idiot then I am going to do whatever I can to make them pay for their stupidity. If I sound mad it's because I am.

For you people who say that a silencer cuts down power you're right, but isn't a little power loss worth the price of having a place to ride and take your families for a day's outing? I think so, I have silencers on my Husky and my wife's Sachs. Think about it.

DARRELL THURMAN

DON'T GIVE UP

I would like to put in a good word for the Corona High School Motocross Club which ran a motocross on May 22 at Corona Raceway. The rider turn-out was dismal and I'm afraid the club may have lost some enthusiasm as well as probably some money. I would hate to see them get too discouraged to try again because they worked hard and put on a good race. The course was rougher and more interesting than the one used for the District 37 point motocross the previous weekend. Most of the track had been plowed and watered during the week and it was watered continuously during the race. The requirement for silencers on the bikes was a step in the right direction and should have been supported by a larger rider turn-out.

GERALD URBAN
Corona, Calif.

CHANGE TO EVEL WAYS

I attended the Twin Falls, Idaho, Motocross promoted by Evel Knievel and enjoyed it immensely. Of course, the best riders in the U.S. were there to try for that money; $10,000 for the pros and at least two new cars for the amateurs. Mr. Knievel promised a $25,000 purse for next year and obviously is trying to do something about the small amount of prize money offered by the cheapy promoters. I want to congratulate "Mr. Nice" for a job well done.

GENE CLARK
Troutdale, Ore.

AMA INSURANCE

All AMA Amateur riders' 1971 coverage for hospital and medical expenses will be $10,000 maximum total. Continental Casualty Company policy No. 68032565, effective January 1, 1971 covers all Amateur riders, pitmen and mechanics who have valid paid up AMA cards. This coverage is in effect during the official period of practice and the running of AMA sanctioned Amateur events.

Medical expenses will be paid on an unallocated basis as follows: After the first $25 deductible, the coverage pays 75% of the total hospital and medical expenses to a maximum of $10,000. The injured rider pays the remaining 25%. $5,000 death benefit will be paid separate from the medical benefits.

Upon receipt of the referee report notifying the AMA of the accident, the rider will be sent a claim form, which must be completed and returned to the AMA office.

These bills for payment are to be sent to the attention of M.R. Vancil, Director of Amateur Activites, P.O. Box 231, Worthington, Ohio, 43085. Send bills as soon as you receive them. Do not hold for completion of your case.

AMA ADOPTS 'SCRUTINEER' TECH INSPECTION

The AMA has recently adopted the FIM's "scrutineer" method of inspection employed by racing organizations in Europe; it will be used at all National Championship Road Races.

Former Director of Professional Racing Tom Clark has been appointed Head Scrutineer, and will be assuming his duties at Loudon and National Championship Road Races thereafter.

Writin' around

By Chuck Clayton

The Question Is 'How'?

...It is hard to believe that the free ride is over. Back in 1969, when we blew the whistle on the new Federal regulations banning motorcycles from public lands, we were accused of everything but good journalism. Now that those regulations are enforced in many areas of the nation, motorcycle off-road recreation is being jammed onto smaller and smaller "reserves" destined to diminish into the final solution of "concentration sites" described in those regulations, where we may ride to our heart's content as long as we don't exceed 25 mph. The issue is clear: the off-road motorcycle won't be tolerated, integrated or accommodated in future land use plans unless motorcyclists insist that it be — and that means effective insistence.

Not knowing how to go about saving the land for the sport, but knowing it somehow had to be done, I recently cleared my desks of Cycle News business intending to devote a year to finding some answers. First I joined the Motorcycle Industry Council and applied for a job on their Land Use Committee. The LUC is where the action is in motorcycling today. It is the only organization working for the interests of all off-road motorcyclists in the nation. Whatever the future of motorcycle sport turns out to be like, will be to a large extent dependent upon the efforts of MICLUC this year, (coincidentally, MICLUC is the Eskimo word for Gung Ho, meaning pull together and tie that bear).

The Land Use Committee gave MIC a good answer to the problem that it will take a full year to get working. It is simply to correct and coordinate all the diverse political and administrative connections among motorcycle enthusiasts in every little town and county, all the way up to State level, under the direction of full-time staff coordinators employed by the state dealer associations. This is essentially what California has going for it under the part-time direction of Russ Sanford, who is dividing his time between Motorcycle Owners, Riders & Enthusiasts and MIC business.

What the MIC's answer requires, of course, is at least one enthusiast in every locale who will make it his or her business to know what is going on at city hall. In California a housewife became concerned that her kids wouldn't have any place to ride their trail bikes. So she went to the parks department of her town only to meet with the usual runaround and rejection. Finally she appealed to a sister-in-law who happened to work in the city government as a secretary. Only through the inside influence of this relative was she able to reach some officials on a person-to-person basis and persuade them to provide a place for children to ride. Now a huge recreational park program is under way in her area and several anti-motorcycle laws have been nipped in the bud, thanks to one person's intelligent determination.

There are hundreds of people in motorcycling who happen to play golf with a county commissioner, or know which councilman rides a trailbike, or perhaps went to school with the District Ranger. It is a sorry commentary on the democratic system that it is often times only through such connections that the offical's mind can be reached.

Under this plan, the MIC is the volunteer fire department, rushing in to help local citizens fight their conflagrations. Most problems are the result of official ignorance and panic. They can be nipped in the bud usually just by simple self-policing. If we learn of the problem too late, and by the time a public hearing is announced, it is often too late, all the volunteer fire department can do is spit on the ashes. That is why a "distant early warning system" is vital to the survival of motorcycling, consisting of thousands of enthusiasts all over the nation, acting as lobbyists in their locales, available to devote a day or two a year, possibly, to putting out brushfires that threaten the trails where they ride. Want to volunteer to be a part of this DEW line? Start by writing to, or better, visiting your local city councilman and/or county commissioner and/or District Ranger and tell them you are interested in any consideration of motorcycle recreation in their agendas. Get on their mailing lists. Chat up their secretaries. Find out what church your man attends and worship there some Sunday. Find out his interests and study him. Isn't there an easier way, you ask, isn't there an easier way? If you know of one, please tell me.

FORGIVE US OUR TRESPASSES

If motorcycling were a religion (and sometimes I think it probly is) Robert L. Hicks would be its High Priest. Hicks publishes New England Trail Rider, the bible of off-road recreation, out of a garret over his garage in Danvers, Massachusetts. But most of the time he can be found steering his cobby 500cc special through the forest with amazing grace. Growing up in the heavily populated commonwealth a few miles away from Walden Pond, he became an advocate of ecology before there was a word for it. But ecology, to Hicks, includes trail motorcycles. Trail riders, in Hicks words, are "woods-wise. We cover a lot of ground and leave it better than we found it. We ride on trails that existed, some of them, before automobiles, and on old logging roads and abandoned township roads that link up most of New England."

The trails Hicks and his desciples ride are not on any maps but theirs. They are compiling a master map of Massachusetts bike trails from the personal knowledge of dozens of riders all over the state. "When the state asks where are all these trails that bikies ride," Hicks says, "we'll be ready to show them." Already the largest horseman's association in Massachusetts has asked Hicks to help them lay out a cross country ride for the hayburners.

Hicks has deduced that cross-country trail riding is where off-road motorcycling is really at. "With only 2% of the state's recreational land, we can have over a thousand miles of trails," he announced recently. But until state sanction of the motorcycle recreational trails, through a commission of which Hicks is a member, most riding takes place on or very close to private land, which is jealously guarded as only New Englanders can. Bikers constantly come in contact with other citizen owners and users of undeveloped land, what Hicks calls "the interface" where bikies and non-bikies need all their manners and civilization to avoid running over each other's toes.

I got the chance to watch Hicks at work proselytizing for motorcycling as he went about marking the course for the Berkshire Trials — a series of racing tests connected by a 360 mile enduro. Each time we passed a dwelling in the woods, he slowed down and waved to whatever faces might be at the window. He and Al Eames, a local resident of the Berkshires, had taken the trouble to visit and know all the people along the route. One, a famous playwrite, had his lawyers contact Hicks wanting to know what this "race" was all about. Although the 24 mph course went around the playwrite's property, Eames visited the writer and cooled him out — another small step for motorcycling. It is through thousands of such steps that motorcycling in Massachusetts has advanced to where it is now the envy of all New England. In New York state, where off-road motor recreation is completely banned by law, enthusiasts are trying to copy the Massachusetts example and get some trails opened.

Hicks has spearheaded the organization of New England Trail Riders, a 2,000 strong association dedicated to the preservation of the enduro sport. Rules are rigid, and designed to prevent the non-woodswise riders from messing everything up. Members are required to attend an enduro school before they can enter an event. "They may not be woodswise when they finish the school," Hicks comments, "but at least they have some idea how to get through an enduro and not clutter up the trail with their bikes and bodies."

Hicks is nearly as parochial about his motorcycle efforts as Walden's Thoreau, who upon being urged to see more of the world remarked, "I have travelled a good deal in Concord." Hicks at least has been to Spain and Germany for the 6-Days Trial. I asked if he would consent to travelling at MIC expense to help organize similar trail rider associations around the nation, and he said he would. Now all that remains, apparently, is for local trail enthusiasts to organize like the New England Trail Riders and contact me care of Cycle News headquarters to set up a seminar with Bob Hicks. And, of course, convincing the MIC that it is in the Industry's best interest to foment this.

THE HARD ANSWERS

These are the answers that I have found for the most vital question of motorcycle land use. They are not easy answers, but then it is not an easy question. They answer the question at the grass roots, where it is hoped a few activist bikers grow.

EDITORIAL

Dist. 37 Forced Into Action

By John Bethea

The action taken by the Dist. 37 Competition Committee on May 13, resulting in the disqualification of four class B enduro riders, uncovered a contradiction between 37's rules and club policies.

The rule, which states that all riders leaving on the same minute as an A rider must ride as an A, was unknowingly violated by Robert Jansen, Tom Cabranza, Greg Ekins and Tom Sawyer. A protest was filed and upheld.

Because of this upheld rule, a club's policy of "drawing for starting numbers indiscriminately" can and has, resulted in a disqualification of a B rider who happened to draw a starting time which already included an A rider. He's disqualified before he starts, not by his own action, but by a club's policy.

Several paths are open, then, to prevent this situation from occurring again and one plan of action must be taken immediately to insure that all riders competing do so under the rules. These courses of action are:

Proposition A — Abolish the rule.

Proposition B — Retain the rule but avoid "mixing" A and B riders. This can be done but making it policy that whenever an A or B rider is first to be assigned a number, no member of another class can be given that same number.

Proposition C — Same as Prop. B but going one step further in that separate drawings for the A riders and the B riders are held.

Each proposition will eliminate the problem which currently exists, but one holds the most merit, we believe.

Following the course set by Prop. A would insure continuation of the status quo — "without penalization." But, if this were done, those B riders riding with A's would hold a distinct advantage over other B competitors and this is what the rule was designed to prevent. Prop. B would be the fairest to all riders concerned in getting the lowest starting number. Prop. C would be the best possible, however, and we believe this for several reasons.

First, it would allow each class of riders to compete entirely against itself. Second, it would allow the A riders to be selected first, giving them the lowest numbers — something for which they have been asking for a long time and we believe they deserve. And this would lead to the third point; it would prevent those early "bottlenecks" at areas where A riders can get through more quickly than the less-experienced B riders. And fourth, it would give an incentive for B riders to improve so that they, too, could "get those low numbers."

The problem is now in the open, and it's up to the Rules Committee and the individual clubs to decide which is best. No matter which solution is enacted, it must be done soon before any other rider is disqualified because of the policy of a sponsoring club.

CLARK RESIGNS FROM AMA

Tom Clark has announced his resignation from the position of Director of Professional Racing of the AMA. He served as department head of the Professional Racing Department since September, 1968.

Clark has resigned his staff position with the AMA to serve as Vice President in charge of sales at Rokon, Inc.

He described his departure from the Worthington, Ohio, based association as "very harmonious." He also explained that the primary reason for leaving was "My own financial future."

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SCTA Stages 'Bear' Of A Trials

By John Adcox

BIG BEAR, CAL., May 22-23, 1971 — The 3rd annual SCTA 2-day trials was held at the Horse Springs campgrounds near Big Bear Lake. Another trials club was disappointed to learn that their area in the Las Padres National Forest had to be discarded because of an insurance clause. This was reason enough for the SCTA to select Big Bear as a site for their 2-day trials.

After meeting with George Kenline, Roger Russell (an old motorcycle rider himself) and Dave Nelson of the forest service, all worries ended. After many such meetings describing the kind of riding and what type of terrain trials requires, the officials were more than glad to help in any way possible as long as a few common sense rules were adhered to, such as, impounding of the bikes prior to the start for spark arrester inspection, and inspection of the loop and each section to determine ecological damage to the forest. Many of the sections were in gullies and over rocks, so this type of section caused no damage to the soil at all.

The first day found the riders going 3 five-mile loops with 11 sections. The second day only two loops were run with the sections in the same area but changed and in some cases a comple new section was laid out.

There were 111 riders from all parts of the southland representing five trials clubs and two riders made the trip out from Colorado to represent the Rocky Mountain Trials Association (RMTA).

This trials was an exception as all riders rode the same loop going through the same sections. In this manner, the top Amateurs can compare their efforts to those of the Masters and Experts. It is one way to find out just "how good is a Master", and they found out on some tough sections.

Section 2 was set up on the side of a hill. The entrance took you between a couple of 10 foot boulders down the hill and a quick left turn in soft sand at the bottom and then straight back up the hill over some rocks and loose dirt to the section end card. The hill, taken too fast, would send you out of bounds. The second day, it was even steeper with an even tighter right turn at the bottom, an excellent trap to improve rider and test machine.

Section 3's first obstacle was a two foot ledge to jump without getting caught in the middle. It then took a quick right turn down into a crevice, then up upon an overhang and on through a tight squeeze between a 40-foot cliff and a big tree. Some master mind went to work on this section, for the next day and was able to retain the original section but this time after you managed to squeeze between the tree and cliff, the tightest left turn of both days existed and headed you back the way you came and exited to the right of the entrance.

Section 4 started off camber and took a right turn up a hill. The loose rock at the corner caused one dab but usually most took "3's" and dog-paddled their way on through the section.

Section 8 was similar to 4 except longer, more rocks, and looser ground. It proved to be the doing in of some riders who did not bother to make sure which way it turned at the top as more than a few took the wrong exit.

The "roller coaster", as section 10 was dubbed, was a series of ups and downs which snaked their way from one side of a loose soiled gulley to the other. One of the few traps without rocks.

The final section, 11, proved to be a real test for the Masters. It was the only section Master winner Rich Bledsoe did not clean every time. He took 1 clean and a couple of "1's", which were the only points he was assessed with all day Saturday.

Bledsoe walked away with top honors dropping only 12 points for the 2 days. The next 4 places were each separated by 3 points with Kevin Walker in 2nd with 27, Bob Nichelsen 30, Bob Grove 33, and the RMTA rider Elliott Schultz 36.

The Expert class scores were what was to be expected with 1st place Stephen Martin being assessed 51 points and 2nd place Dewayne Blazer losing 56.

The Amateur class saw Jack Armstrong with 63 points for 1st.

The class often overlooked is the kids class, 14 years and under. This class has produced some excellent trialsmen, such as Jeff Koskie who earned Master at 16 after a short tour through the Expert ranks, and Mark Miriani who turned Expert at 13.

The kids ran 4 loops of 5 sections the first and second day, except someone went out and changed the sections around. The overall winner for both days was Randy Radar who lost only 7 points compared to 25 dropped by 2nd place Joe Martin and 28 points against 3rd place Dwaine Walters.

(Results on page 24)

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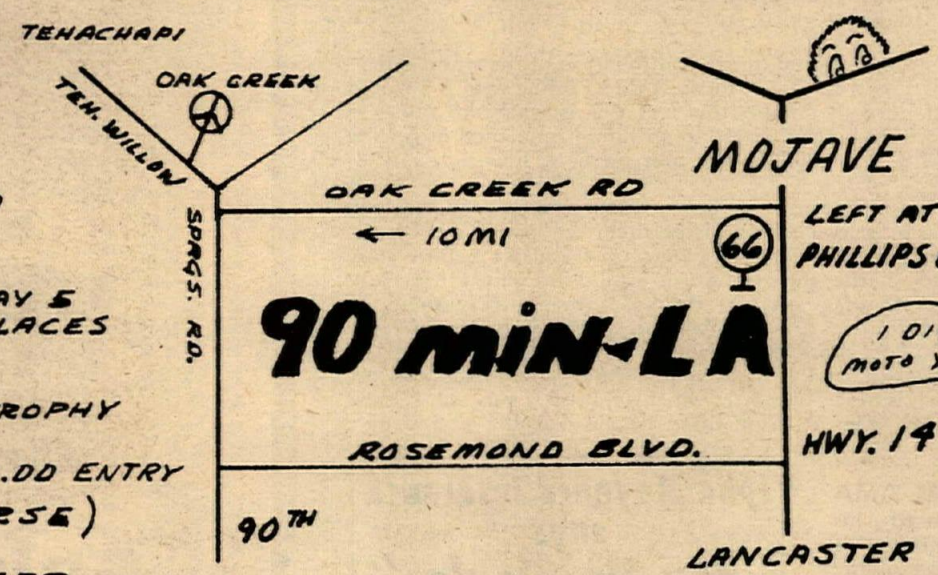

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THE NATIONAL DRAG SCENE

by Jimmy Boyd

RESUSCIATION

Seems the guys that are hung up on bike draggin' are many and now many interested people are sending in stuff on racing results. Congrats are in order to riders across the land...Bob Mauriello captured Top Bike Eliminator with an elapsed time of 10.75 seconds at 100.67 mph in competition at Island Dragway, Great Meadows, N.J. ...Cycle bracket winners at Capitol Raceway, between Washington and Baltimore No. 1 Joe Foley 11.91 seconds at 93.75 mph, No. 3 Bill Jarboe 13:56 seconds at 91:46 mph, No. 4 Charles Brooks 14:82 at 84:74 mph, No. 5 Mike Hanson 15:61 seconds at 82:72 mph, No. 6 Richard Blair 17:56 seconds at 73:23 mph...Top Bike eliminator at 75-80 Dragway, Urbana, Maryland, was Martin Evans in class E/FS with an elapsed time of 13:61 seconds at 103:44 mph...Phoenix, Arizona Dragway Cycle Eliminator went to Gary Ingram on a '71 Bultaco with an elapsed time of 15:94 seconds at 75:24 mph, over Greg Schriwogel on a '70 Kawasaki with a time of 13:32 at 90:27 mph...Suffolk, Va. Motorcycle Eliminator went to the D/GB Kawasaki of Ronnie Gerguson with a 13:12 seconds at 98:46 mph...Union Grove, Wisconsin, Dragway, one of the outstanding highlights of the day came, when enthusiasts witnessed Tom Christianson's C/FOB from Kenosha, Wisc., really turn on to a best of 10:81 sec. at 136:63 mph in the Motorcycle Div. ...St. Thomas, Ontario, Canada Dragway, E.J. Potter the "Michigan Madman" was recently the featured attraction and he lived up to his reputation by smoking his fuel-burning Chevy powered motorcycle all the way through the quarter mile. With traction at its very best he had no trouble hooking up with the track and ran a best elapsed time of 8:91 seconds. However, a 25 mile per-hour head-wind kept his speeds from exceeding the 140 range. Potter sets the bike up on a special kickstand and gets the rear wheel up to about 120 mph before he pushes it off the stand. The tire actually burns the asphalt and leaves little pieces of burning, smoking asphalt and tire behind...Indianapolis Raceway Park, Indianapolis, Indiana, Bike Eliminator and the big dollar fell to Chuck Dixon of Indianapolis, Ind. with an e.t. of 13:89 seconds.

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Venolia, one of the nation's more popular companies for the manufacture of automotive pistons has introduced an all new forged piston for motorcycles. The new forged Racing Piston is available in all sizes and bores...for competition and street use. When ordering information be sure to include the name of your bike and size, write Venolia, 2160 Cherry Industrial Circle, Long Beach, Calif., 90805.

HEIGHDY-HO AND AWAY

Before you flip your sweet bippy while reading advance publicity for races, be sure to check it closely for the money payout! Maybe there's big bucks available and you didn't understand the terminology, the information could be buried under such categories as, brackets, optional bracket, E.T. bracket, cups or bucks, selectra eliminator, dial your own, cups or bucks, comps & bikes, etc. Every race track and drag strip in the nation has their own way of wording advance flyers and mail stuffers so check them closely, frequently the management has little time to get his information edited for the printer and at times it's not self explanatory, so check it carefully for the big dollars, you may have more ways than one to win.

CLOSE COVER BEFORE STRIKING

More action, more smoke, more gold, more tire frying burnouts is what it's all about. Check these strips for the big bucks and "stick it in your pocket". Green Valley Raceway, Rt. 1 Box 305, Smithfield, Texas 76080, all contestants must be modified or drag bike competitors. Dial-your-own handicaps, cups or bucks, trophies in all stock bike classes — A.H.R.A. Bike Rules. Wichita Kansas International Dragway, Bike Eliminator, winner $50; runner up $50 (located) at 61st St. North and Ridge Road...Marion County International Raceway, Guthery Road, LaRue, Ohio 43332, 614/499-4312, Moto Cross schedule June 13 and 25, $500 prize money and trophies guaranteed and camping each day respectively, drag racing at MCIR, June 19 & 20, A.H.R.A. Bike Drags grudge racing on Saturday, gates open at 4 p.m. on Sunday A.H.R.A. classes, gates open at 9 (purse not mentioned in payout)...75-80 Dragway, Urbana, Md. bikes race in A, B, C, D & E. Each bracket winner will win: 1st: $25 bond and 75-80 fender cover, runner up: Trophy, 75-80 Jacket, Bonus: Bracket winners only will compete for $100 bond (NHRA Sanctioned)...Thompson Drag Raceway, located east of Cleveland on Ohio Route 528, 7 miles South of I-90 Freeway, contact Geroge Eisenhart, Mgr. 8356 Sidley Road, Thompson, Ohio 44086, 216/298-1350, bikes may run for cash in E.T. Brackets, 3 thru 15...Lake Geneva Raceway, Sturg Taggart, Mgr., 509 Broad St., Lake Geneva, Wisc., 53147, 414/248-6850 (strip) 248-3312 (office). Located on Bloomfield Road just East of Lake Geneva, Wisc. bikes may race for cash in E.T. Brackets 4 thru 15.

That's 'nuff, send stuff to, 40 Kirkwood Lane, Greenville, S.C. 29607 or call — not collect — 803/232-1730.

Calif. MIC Takes First Steps

LOS ANGELES, CAL., May 24, 1971 — California motorcycle enthusiasts now have statewide dealer association to assist in the fight to save our sport.

The California MIC Dealer Organization was created with the election of state officers as the final step. This new group will assume a major role in the fight to preserve rights of all motorcycle riders in the state. They have already appeared before the Orange County Supervisors to voice support for the proposed cycle park in Yorba Linda, Tuesday, May 25, the day following official organization.

This the largest dealer group in America. They have the talent and desire to obtain 100% dealer participation, with membership of all 600 franchised motorcycle dealers and the more than 300 non-franchised cycle and mini-bike dealers in the state as a goal.

Elected to head this committee was Dick Lechien of Lemon Grove. With the assistance of every member of the board and all present member dealers, the non-member dealers will receive invitations to join from all regions. Dealers may receive further information by writing to California Motorcycle Industry Council, 7562 Broadway St., Lemon Grove, Cal. 92045.

The following dealers were elected: President, Ted Evans, Venice; vice president, Armondo Magri, Sacramento; secretary, Marvin Lee, Tustin and treasurer, Sandy Greenblatt, San Rafael. Committee chairman includes land use, Glen McGill and Armondo Magri, safety and education, Ed Kretz Sr., drivers licenses and mini-bikes, Dale Marschkle, dues and budget, Sandy Greenblatt. These and other yet-to-be-filled committees will seek assistance from every member dealer.

Other plans call for a full-time Executive Director headquartered in Los Angeles, and an office with full-time lobbyist in Sacramento. There are also plans for an associate-membership class for companies within the state doing business with products related to motorcycles.

The CMIC means that the individual rider can now take the problems of legal harassment to his local dealer and get action, not only in the state but at the county and city level. Make sure your dealer is a member of CMIC; he's your key to more and better motorcycling.

LATE NEWS FROM MIC

A "Noise Pollution Revolution" kit is now in the hands of nearly 9,000 dealers. Included in the kit is a copy of the MIC Resolution to limit noise to 92dbA (signed by all major manufactures), a "Noise Revolution" poster, and buttons which incorporate the symbols for "Less Sound — More Ground." A sample of these buttons may be found in this week's subscription blank on page 3. Better get right down to your dealer now if you want one as the supply is limited.

CONNECTICUT HELMET REPEAL AWAITS GOVERNOR'S SIGNATURE

In what may be viewed as a major precedent, a bill repealing Connecticut's four-year-old mandatory motorcycle safety helmet statute has reached the desk of Governor Thomas J. Meskill, following passage by both houses of the state's legislature.

If approved by Governor Meskill, the repeal measure will cap a massive campaign effort by the Connecticut Motorcycle Association (CMA) under the direction of Donald Pittsley, Rufus C. Rose, and the AMA's legilative department.

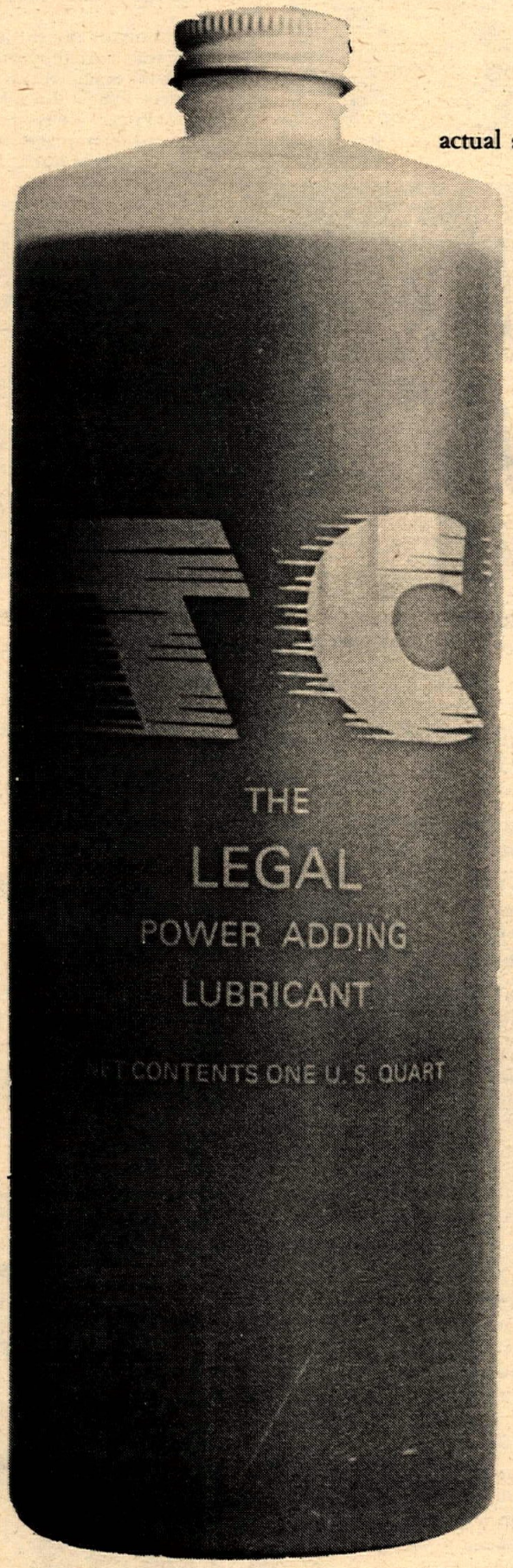
While the bill rests on Governor Meskill's desk awaiting his signature, Douglas Toms of the Federal Department of Transportation has attempted to influence the Governor's decision. In a telegram dated May 24, Toms has again threatened withholding of Federal highway funds if the bill is signed.

Chet Winter, Director of Legislation of the AMA, commenting on the attempted federal intervention, has stated, "I view Mr. Toms' telegram as undue coercion attempting to reverse legitimate democratic processes, and an indication of Federal contempt for the law-making abilities of our representatives on the state level."

CYCLE RIDING IN L.A. COUNTY?

Los Angeles County Supervisor Chairman Warren M. Dorn, the county parks and recreation director, has instructed the county council and planning director to review motorcycling possibilities in the northwestern areas of the county.

Supervisor Dorn was quoted in the Los Angeles Herald Examiner recently as stating, "Much of my Fifth District, particularly the Antelope Valley, is the logical place for these cyclists and their families to spend much of their recreational time."



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Juniors Harvest Gold at Bay Mare Jr. Weekend

DKW mounted Larry Robertson took 2nd in the 125 Jr. class.

Story and Photos by Mike Brown

SOMIS, CAL., May 29 & 30, 1971 – Saturday and Sunday may have been bummers for the beach freaks, but not so for Bay Mare motocross addicts. The gray, partly rainy weekend, plus good upkeep during the races, produced a fast, dust-free course with superior traction. The rider turnout was light, but those who showed came to race; the action never stopped. It was difficult to tell whether Novices, Juniors, 250's or 500's were running; everybody was lightning-fast.

You had to work to find the winner in the 250 Junior division. Scott Hartley kept fooling everyone by getting hung up in the back of the pack in every moto, then picking off all riders to take first gold.

The 500's were so fast, you got neck-strain trying to follow them around. The Novices and Juniors ran together, and Steve Elsbree rode a blistering Bultaco to first overall and first Junior, with Steve Rawson flying low on his Suzuki to pick up second spot.

The brunt of the thrills and chills of the day was carried by the 250 Novices, who left bikes and riders strewn around the course. When the bikes and bodies cleared, Frank Kelly had ridden his Yamaha to first place, winning in the last moto over Chuck Ferguson, Bay Mare's track manager, who took the holiday to join the fun and flail.

Saturday saw a tight run in the 100 Junior division, with Mike Porter sweeping all three motos on a fast Hodaka, but not without a wheel-to-wheel fight with Larry Hentschel, whose Rickman just couldn't quite pull Porter's Hodaka on the straights. Larry's efforts garnered him 2nd place.

The best race of the day Saturday was the foot race to the free beer and soda supplied by Bay Mare Racing Association.

(Results on page 24)

Steve Rawson, second 500 Junior at Bay Mare.

Breckenridge Wins Matterhorn Hillclimb

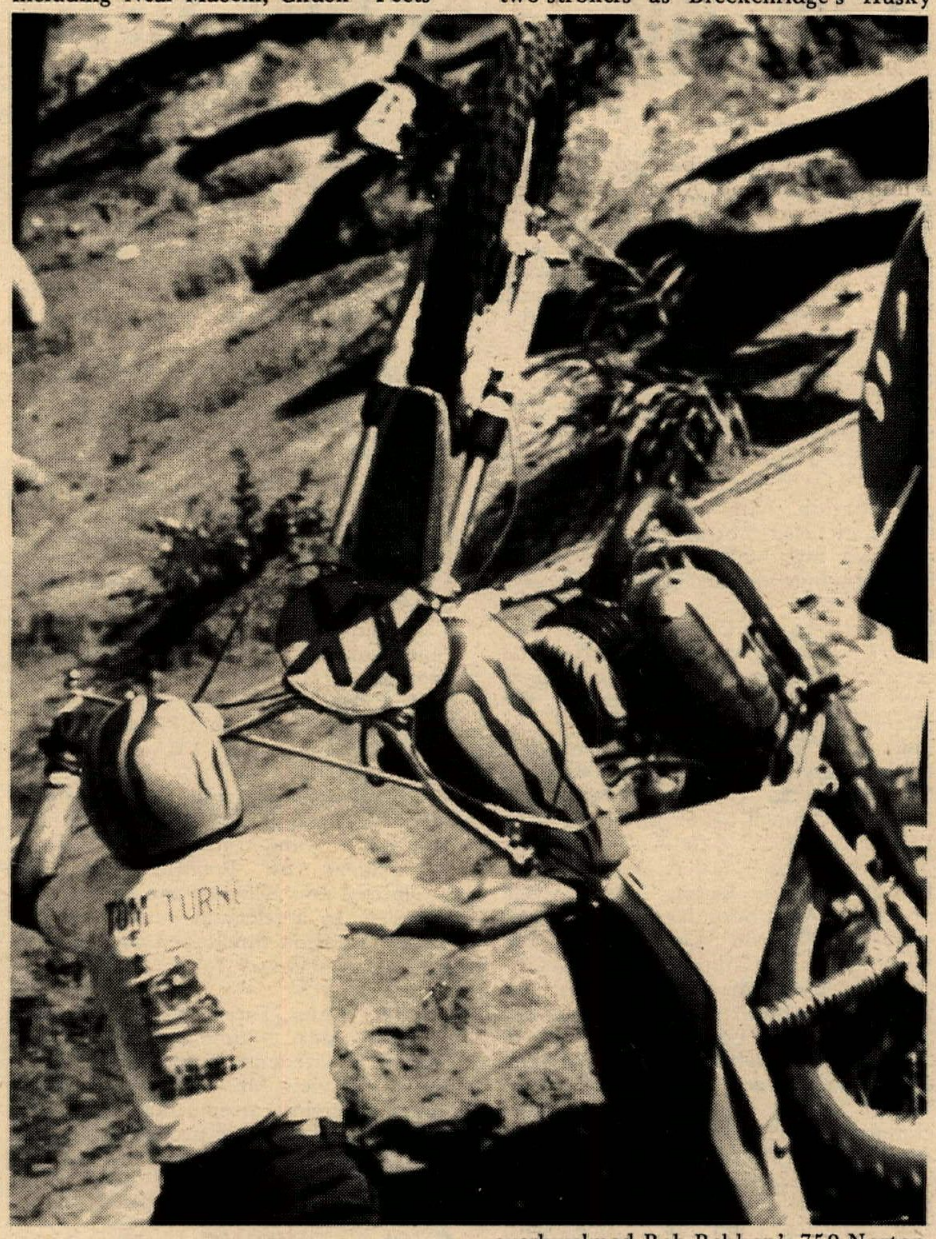
IRVINE, CAL., May 23, 1971 – Frank Breckenridge on a 400 Husky dominated today's Matterhorn Hillclimb at Saddleback Park. Breckenridge, in taking Overall Eliminator honors, bested several Southern California favorites – including Neal Macekl, Chuck "Feets" Minert, and Bultaco-mounted Robert Orme and Doug Hall.

Orme and Hall entered their 250 Bultacos in both the 250 class and the 500-Open competition.

It was clearly a day for the two-strokers as Breckenridge's Husky overhwelmed Bob Behkop's 750 Norton and Minert's new BSA prototype motocrosser.

A crowd of approximately 1000 turned out for what Saddleback Director Vic Wilson announced would be the final hillclimb until the fall.

(Results on page 24)



TEAM Rickman

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May 15 Corona Raceway, Ca. CMC Moto-Cross
1st 125cc Senior BRUCE BARON RICKMAN Micro 125
1st 250cc Senior BRUCE BARON RICKMAN 250 MX

May 20 Ascot Park, California CMC Nite Moto-Cross
1st 125cc Expert JEFF WRIGHT RICKMAN Micro 125

May 22 Hillsview, North Carolina Moto-Cross
1st 175cc Class GARLAND HUGHES RICKMAN Micro 125

May 22 Elsinore Raceway, Ca. Nite TT Scrambles
1st Open Expert DICK HANNON RICKMAN Metisse 650
1st Special Expert DICK HANNON RICKMAN Metisse 650
1st Sweepstakes DICK HANNON RICKMAN Metisse 650

May 23 Charlotte, North Carolina "World 600" Moto-Cross
1st 175cc Class GARLAND HUGHES RICKMAN Micro 125

May 23 Indian Dunes, California Moto-Cross
1st 125cc Junior DAVE KOLBE RICKMAN Micro 125
1st 125cc Senior DON EMLER RICKMAN Micro 125
1st Powder Puff JOYCE SOYKA RICKMAN Micro 125

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HATELEY AT ASCOT

Photo by Walt Mahony

GARDENA, CAL., May 28, 1971 — While most of the troops headed East for the Memorial Day weekend tour of half-milers, a small group showed up tonight for the weekly Friday night half-mile at Ascot Park and even the small numbers still produced a great night for racing.

Expert John Hateley (Tri), one of only seven Experts to compete, had to hold off Junior Loyal Penn (Tri) for 13 of the 15-lap combined Ex/Jr. Main before going on to win handily when Penn went down on turn two.

Penn had taken the lead from the start and was holding Hateley at bay until John, who won the trophy dash earlier, shot past on lap four. From that point, the duo diced away for the point position while pulling away from the rest of the pack.

On the 12th tour of the course, going into turn two, Penn slipped out of the groove and slowed down as he fought to retain control. He did, but this set up the fall at the same place on the next go-around which left Hateley with a half-lap lead.

The Novice Main had to be the most exciting as Steve Nichols (Yam) blasted to the lead with Scott Brelsford (Bul) charging in second. On lap two the duo exchanged positions only to re-exchange on the next lap. Then, to continue the process, Scott again took the lead on lap three and began to slowly pull ahead.

With a fair lead built up, Brelsford began to cool off his throttle and Nichols appeared to be unable to make up the lost ground until the 7th lap when he moved up to Scott's rear wheel. That's when the real race began.

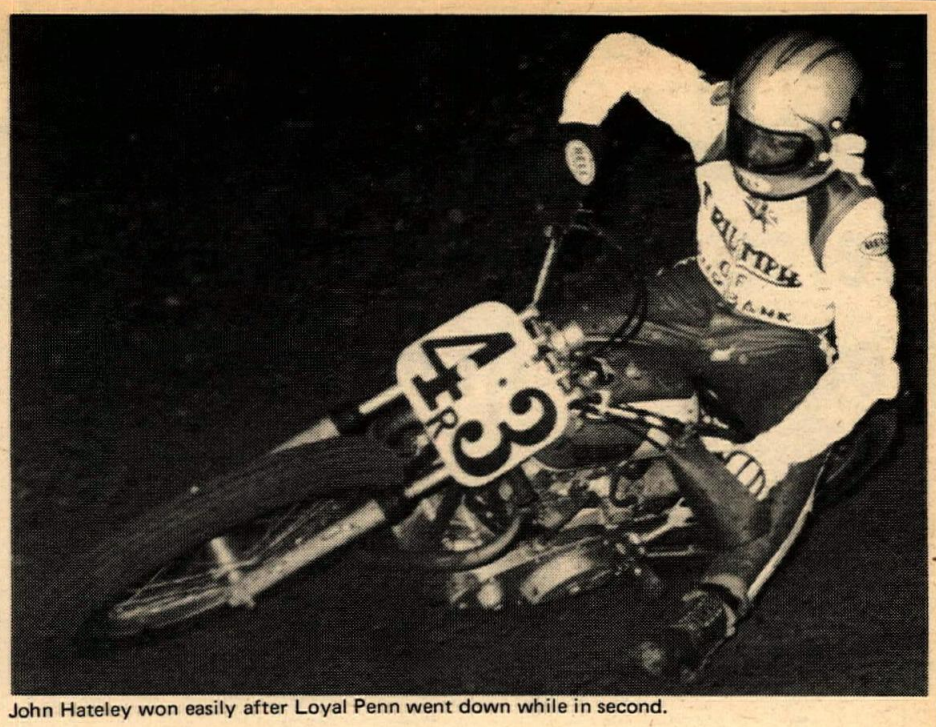
Out of turn four and toward the white flag, Nichols went high and Brelsford was able to shut the door as the pair hit turn one. Steve caught the inside lane out of turn two but was again held off as they blasted down the back straight and into turn three.

This time, Steve had his eye on the fastest line and got it — the inside of Brelsford and the two came out of turn four with Scott holding a slim lead; but, it was getting smaller as they horsed it to the checkered.

Steve pulled up almost even with Scott as they crossed the line but Brelsford still had about a foot lead and was given the win. Third went to Tom Horton.

Next Friday, the half-mile program will be set aside to make room for the monthly TT and Short Track Doubleheader here at Ascot.

(Results on page 24)



John Hateley won easily after Loyal Penn went down while in second.

SEHL CASHES IN ON $15,000 PURSE

NEW YORK, N.Y., May 28, 1971 — The Yamaha cup series finally came out from under the roof of indoor racing and raced under the stars at famous Roosevelt Raceway in Long Island, New York.

The trotter horse half-mile may never be the same as New York City area folks got their first taste of professional motorcycle racing and it was at its near best.

The event was billed as a non-ntional event with a $15,000 price tag and crowd estimates ranged all the way from 20,000 to 30,000 people filling the huge stands and the area in front for price tages of $5 and $7 each.

Roosevelt Raceway is a beautiful layout with a rubber base covered with a thin layer of sand. An afternoon long practice session found that the riders liked the track better with the sand swept to the outside by the spinning wheels and full bore slides at over 90 per.

Trying to find the right combination on a type of track never before run was the big problem. The end results proved that the Harley-Davidson riders enjoyed the Yamaha sponsored benefit to the greatest degree.

Cal Rayborn was the fastest qualifier and was joined by two more Milwaukee 750's for the six rider trophy dash. However, in the heat races Yamaha won two out of three with Keith Mashburn and Jimmy Odom showing the way. The lone Harley heat win came from Ohio's Larry Darr.

Then the Harley boys got the feel of things with Dave Sehl, third in his heat race, coming on strong to capture the dash event over Mashburn, Rayborn, Jody Nicholas, Rex Beauchamp and Jim Rice.

Sehl, the hot and cold running Canadian who now races out of Atlanta, Ga., was now ready to do the job in the 20-lap final. He did a job on the other 11 riders, jumping into second behind Darr on the second lap and then taking the lead on the 10th round and winning going away.

Darr held second with rookie Expert Rex Beauchamp holding off repeated bids by Gene Romero for third spot. The 1-2-3 Harley sweep is the best yet recorded by their new 750's in a major event.

Sehl picked up over $4,100 for his efforts, his largest payday to date and the largest non-national pickup in racing thus far. Darr was right at the $3000 mark for second place.

Forty-six Experts tried for the 36 heat race spots and very few of the top rated riders in the nation were missing. The Junior division missed a great race when American's best Junior, Gary Scott, arrived too late to enter.

The show was saved by New York motocrosser turned flat tracker, Jim Weinert on a Triumph. Jim had a clutch go out on the line in the heat and had to start in the back to finally take a closing second with some wild slides in the turns.

The final was to be a match between Weinert and Canadian Maurice Fraser. But Weinert and four other riders were too eager on three occasions before the flag dropped and half of the field started on the third row penalty line.

Fraser, as expected, took the lead with Weinert coming strong to take over third on lap two and a distant second on the next lap. The two Triumph riders then ran away from the other 10 with Fraser leading until his engine quit on lap nine, dropping him out of the race. The New Yorkers then cheered Weinert the rest of the way to the finish line.

An inexperienced small field of Novice riders, who showed they still have much to learn about racing, were on hand for four qualification heat races in the afternoon and two regulation heat events in the evening. They opened the show with three riders promptly falling off in the first lap of the first heat race.

Steve Hannagan from Illinois was not only the sharpest appearing rider but easily the class of the questionable field of first year professionals. He wheeled his Bultaco into the lead from the start and was never in danger of losing the win. Don Hedgebeth, on a Yamaha, turned in the fastest heat race win but ran second all the way in the too-long Novice final.

The overall response by the track owners and fans was 100% for more racing with the date, probably a national, being worked out for next season.

Intermission was highlighted by the appearance of Steve Droste, Waterloo, Iowa, who jumped first six and then finally seven cars — without the benefit of a landing ramp on the far side of the jump! He used a Yamaha 360 for what appears to be a topper to the Evel Knievel ramp to ramp act.

The more than 20,000 people who turned out, breaks the 17,200 mark for New York cycle racing set last January at Masion Square Garden and is another feather in the promoting hat of California's Don Brymer who was again grinning from ear to ear after the event.

(Results on page 24)

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1st Girl — Lynn Wilson — BAJA 100

HARLEY-DAVIDSON

the Harley-Davidson outperformers

Cycle News North

Fierce Competition Dominates AFM National

By Sam Mangalin

VACAVILLE, CAL., May 23, 1971 – The weather was hot, spectator attendance low, and the rider turn out only moderate, most of the southern riders opting to ride local events. But, what could potentially have been a disaster for the AFM and race promoter Floyd Busby, Weekend Racer Promotions, proved to be one of the finest day's of racing ever seen on the Vacaville road rouse as the top Northern California road racers vied for National points in both the Grand Prix and Production classes.

With things getting off to a slow start, the course having had to be shortened due to bad track conditions, the pace quickly changed in the first race with John Scarfire and Tom Cleghorn running away from the field in a side-by-side duel up until the last lap, when Cleghorn experienced mechanical difficulties on the back part of the course, leaving Scarfire to breeze home a country mile in front.

With Scarfire and Cleghorn setting an early pace, the remainder of the day was filled with wheel to wheel racing and last lap decisions.

Dave Scott had his usual way in the 250 Combined GP, taking and easy win once he broke clear of the field. Behind him were Jerry Gordon and Tom Cleghorn, or Tom Cleghorn and Jerry Gordon; you can take your pick as these two riders held it together for the entire race before Gordon slipped inside Cleghorn in the final turn and out dragged him to the checker for second place. Scott took the win on his very rapid 125cc Dunsco special.

In the 250 GP, it was again the same script. The first lap had Summers, John Green and Jerry Greene. The half-way mark had John Green out in front, followed by Summers and Greene. The smooth riding Jerry was first at the checker with Summers being chased by John Green for second and third in that order.

When the 500-Open GP came to the line, no one knew what to expect, except that the odds on favorite was the Suzuki team of Grant and Baumann. Grant posted entry and, although limping badly with the use of a cane, let everyone know he has no thoughts of letting up on the oppostion as he took the win from a close friend, Baumann, on the final round. Baumann led from the second lap until the last lap, but there is only one that really matters. It's good to see Grant back from such a terrible injury.

The fans had a treat in store for them in the 350 GP event. Dick Hammer, former AMA National No. 16 and long time iron man of AMA road racing, came out of semi-retirement to zap the troops handily on his steady Yamaha. He hasn't forgotten how!

The wildman team of Hummer/Gulbranson hurled their H-D powered rig around the course with such ferocity, the outcome was never in doubt in the sidecar class, which was determined by overall finishing in two heats. The McNeal/Crabb team scared everyone for a few minutes when they skidded off the track as they entered the front straight, running head long into the steel guardrail. McNeal hit a two foot diameter retaining pole head first and was knocked unconscious for a few moments but is alright.

The four cylinder 750 Hondas are quite popular among the sidecar buffs, and to stand behind the starting line when a bunch of them light up is to enjoy a sight and sound here to fore known only among the dragster set. Unbelievable!

The Production races were as hotly contested, if not more so, as were the GP events. Rod Schoenlank did a fantastic job in the Open Production and Open GP events riding the same production 750 Honda 4, and with western bars, street tires and all! He would hang up everything imaginable going through turn nine and onto the front stright.

Much credit must go to the AFM and Weekend Racer Promotions for pulling things together, and to the riders who gave it all for a very exciting day, and fitting performance for a National event. It's too bad the ACA and AFM races had to conflict with each other, for who knows what could have happened had the north met the south under such spirited conditions.

(Results on page 24)

Daroga Spring MX Series Ends

By Chuck Iler

ORONDO, WA., May 16, 1971 – An exceptional number of riders showed in the 14 year and under class with some spectacular riding ability turned in by Mike MacKenzie on a 125cc Rickman Metisse and Kevin DeWitt on a Yamaha. First place went to MacKenzie who really had his work cut out for him as DeWitt rode one of his best races to date; but the day was marred for DeWitt who had a second trophy well sewed up when he took a hard spill and was unable to finish all three motos leaving that place to Conan Workman on his American Eagle.

Kelly Abbott also showed true form as he led the 125cc riders with his finely-tuned DKW by getting off the line ahead of the large field and solidly blowing all competition in the first moto; however, the "Fleming plague" administered by Doyle Fleming's Penton attacked Abbott in the second and third moto to give Abbott a hard earned second for the day and Fleming the 'big one' for the class.

One of the new faces and a welcome rider at Daroga Park was Ron Pomeroy from Yakima riding a 175 Yamaha. Pomeroy was in true form as he led Rick Tarver and Greg Zodrow's Yamahas in the first and second motos. Due to mechanical difficulties there were only three remaining bikes in the 175 class for the third moto so they ran with the 'big ones'. This is how Pomeroy got off bad as he was bumped hard by one of the larger machines, but did pull the first for his class. Rick Tarver rode a strong second for the day with a steadily improving youngster, Greg Zodrow, turning an easy third.

Larry Bossen saw the checkered flag first in all three motos of the 250 class after fighting off the super fast starts of Bob Derry and talents of Jerry Prey and Dan Lakey.

Open class riders had plenty of opportunity today as a continual first place rider Mike Claphan traveled to Puyallup, Wash., for the day. The motos were routed over the longest track course available, 1.4 miles, and gave ample time for the power and speed of the big ones to show their stuff.

Jon Wadkins on a 360 Yamaha, has steadily improved since jumping to the big class and is fast becoming one of the better riders in the area. He frequently rides two classes – which is no small accomplishment under the tough Daroga Park track conditions – and is a very good competitor, administered a cruel "coup de grace" to outstanding riders such as Mike Welch on a 400 Husky. Welch just plain had a bad day from tire problems to crashes but finished second for the day. Iler seized his machine during some hot racing with 'iron man' Joe MacKenzie and didn't finish the first moto but was able to stave him off for a third position in the second and third.

It was a cool, windy day for the final motocross race of the spring series with total points accumulated by riders going towards trophies for the series. Also trophies for today's race winners were presented.

Apparently due to weather conditions spectator numbers were down as compared with previous races here; however, a large turn out of riders showed and among them several new faces and new winners.

(Results on page 24)

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Clift, Pomeroy Stage Sweeps

By John Francis

PUYALLUP, WASH., May 16, 1971 — Two riders made the best of the foul weather and won each of the motos in their respective classes for their share in the $1600 purse. Dave Clift, on his steaming 125 Suzuki, completely dominated the other Experts in his class as did the unbeatable Jim Pomeroy (Bul) in the 250 Expert class.

In the 125 Expert motos, the nearest rider to Clift was young Rick McCaffery on a DKW. Rick came in behind Clift the first two motos and, because of a bad start, he managed to pull back up to 3rd on the last one. Ken Buirley, riding a Penton, took second on the 3rd moto and placed 3rd overall.

Jim Pomeroy took an early lead in his first 250 moto, followed closely by Mike Welland on a Maico. Welland managed to stay right with Pomeroy until he lost control off of a jump. Gordy Ochs (Bul) came up fo finish 2nd behind Pomeroy.

In the 2nd moto, Robert Underhill, a Canadian rider on a super-light Bultaco, was out in the lead off the start. Pomeroy took over before the end of the first lap while Dan Zlock (Oss) powered by Underhill and took over 2nd position. Welland finished in 4th place almost taking Underhill for 3rd just at the checkered flag.

In the 3rd moto, Pomeroy was again leading with Dan Zlock right behind. Because of the rain and cold wind, a lot of the riders were wearing weather-suits of different sorts. Pomeroy's suit consisted of a nylon slip-over with a hood. The only problem with this arrangement was that the hood kept coming down over his eyes inside his helmet. Usually, it is about all a guy can do to win a race against the competition, but try winning one with your eyes covered!

The big guns had better beware of the kid from the Northwest who wins motocrosses while blindfolded!

In the Open Expert category, Bob Leach on a Husky, captured the overall honors with wins in the first two motos and a 2nd in the last one. Rick Poulin, Maico rider, gave Leach a good contest in the first two motos and managed to win the last one.

In the 3rd moto, Leach was forced to move up from a bad start while Poulin was increasing an already healthy lead. Mike Calphan, on a Husky, also showed some fine riding talent as he placed 3rd consecutively in the last two motos for 3rd overall behind Poulin.

There was also a very well-run sportsman program set up by the facility's promoter, Clark Marshall. The enthusiasm generated by this type of program was excellent. Perhaps next time the weather will be nice to us and let some spectators turn out!

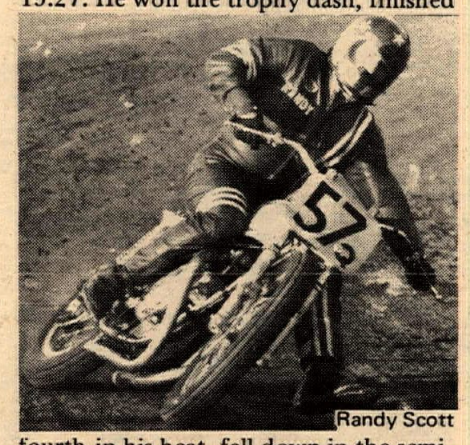
(Results on page 24)

Junior Scott Sets Fast Time

By N. A. Williams

CLACKAMAS, ORE., May 21, 1971 — Triumph-mounted Randy Scott held the fast time again this week with a 15.13. Although Randy is in the Junior class this allowed him to ride in the Expert trophy dash. He placed third.

Charlie Thielke (Tri) had the fast time in the Expert Division with a 15.27. He won the trophy dash, finished fourth in his heat, fell down in the semi, ruining his chances to make the main.



Randy Scott

In the Expert Main, national Number 83 Glen Adamas was first one to the corner and kept his Norton there wire-to-wire. Sonny Burres pushed his Triumph hard but couldn't catch Adams. Chuck Joyner pulled a heart-stopper by trying several times to get around Burres. He nearly dumped it in the process and ended up taking third in the 15-lapper, his winning streak broken. Adams took home the lion's share of the $1700 purse with Burres taking second.

Top Junior Randy Scott added another win to his list. After a fine start he held a pace fast enough to lap part of the field before the end of the twelve laps. The battle for the next two positions was a battle between Neal Hulet and Chuck Voss, with Hulet taking second.

The Novice events were packed with some close racing and lots of falls, although no one was hurt. Keith Dunn powered his Kawasaki to an all-the-way win in the trophy dash and repeated his performance in the main.

(Results on page 24)

Curtis Bags Another

By N. A. Williams

BRUSH PRAIRIE, WASH., May 23, 1971 — Jim Curtis plugged another win in the 200 cubic centimeter column as he dominated both the trophy dash and the A Main. Rubert Dykstra once again topped the 100's on his Kawasaki as Curtis finished second in that class.

Allan Mundt rode a Kawasaki 238 to take both the trophy dash and A Main in the 250 category. Howard Bushman and Ed Richardson won the 500 and Open Class respectively.

There was a better turnout of both riders and spectators than in the past with about 110 sign-ins. Nearly 16 mini-bike tykes showed up for their race.

Several people managed to fall during the day but only one injury was reported. Ron Gulbrandson dumped his Norton twice in one event and may have suffered a possible broken collarbone.

(Results on page 24)

WALLER SURVIVES AHOLA CHARGE

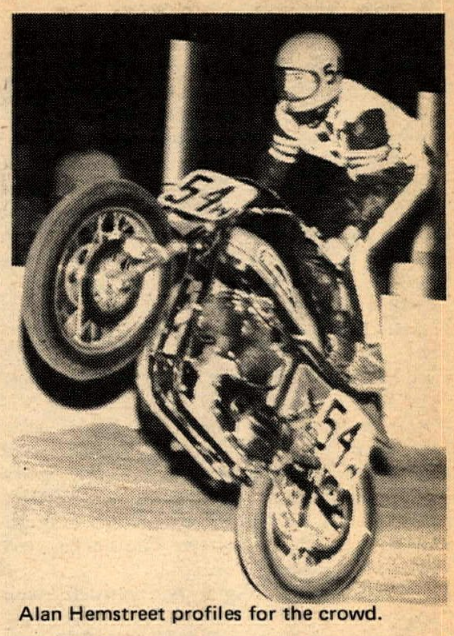
By Mason Soresen
Photo by Hudon

GRAHAM, WASH., May 21, 1971 — A balmy evening and a $1250 purse greeted the riders for Graham's second professional TT.

Fast time of the night was turned in by Junior rider Alan Hemstreet (H-D) with a sizzling 19.55. His time was a full ½ second faster than the second fastest Junior, Dave Whitstett (Tri). Fast Expert time was logged by Pat Marinacci (Tri) — 19.74, just edging Gary Brown (Nor) and Don McLeod (Tri) who both clocked 19.83.

Emil Ahola (Tri) showed some real gutsy riding in the Expert class. In his heat race, Ahola was riding third when he went down half way through the north turn. By the time he had his scooter restarted, he was more than a half lap behind the last rider. With his army of fans cheering him on, Emil really put on some moves to get up for fifth. He then won his semi to get a place in the back row for the main.

The Expert Main was a real cardiac case. Dick Waller (Tri), who has been doing some hot riding lately, got his front row seat by winning a sterling duel with McLeod, the Expert Trophy Dash winner, in their heat. In the main, Waller charged from fourth to take the lead from John Bromley (H-D) on lap five. Meanwhile, Ahola was making one of his patented rushes. By the halfway mark, Ahola had taken second place from Bromley and was closing fast on Waller. Coming off the final turn, Ahola and Waller were wheel to wheel, with Waller holding the inside. Just before the finish line, Ahola smashed into the wall very hard and Waller grabbed the win.



Alan Hemstreet profiles for the crowd.

For the second week in a row, Don Lipp (Yam) won the Junior Main. The race was red-flagged and restarted after a crash involving James Grace and Bob Engelcke. Mark Nimick (H-D) and Randy Skiver (Tri) held Lipp back for three laps. Then, at the start of lap four, Lipp came on with a real burst of speed to get them both on the straight.

Thirty-nine Novices were on hand with last week's winner, Jim Pomeroy, the only notable absentee. Sam Martini (Bul) rode well during the entire evening and won the trophy dash in a close battle with Bob Cooper (Yam). The main saw last week's second place finisher, Steve Baker (Yam), ride to a convincing win over Martin and Jim Einarsson (H-D).

The 125 exhibition was won by Buck Murphy (Kaw). Mike Sears, who has been showing improvement week by week, finished a strong second on a Bultaco.

(Results on page 24)

A CHANGE IN SANCTION

Puyallup Raceway Park has announced that its event of May 16 will not be an AMA sanctioned event; it will be associated with WMA (Washington Motorcycle Assn.). The $1500 will still be up for grabs for all "A" riders and trophies for the "B". An AMA license will not be needed.

Money will be paid to the 6th place in the 125, 250 and Open "A" divisions with a $7.50 entry fee. This includes general admission and bike entry.

Gates will open at 8 a.m., practice from 9:30 to 10:30 and racing at 11:00; sign up ends at 9:30.

CYCLE HILLS' LOWER TRACK OPENS

The Palo Alto M.C. will open the lower track at Cycle Hills on June 6, for the first time in some six years. While most of the racing is done on the upper track the lower facility was used as the pit area. A new pit facility has been cut leaving the lower track available once again for racing.

It has a very fast sweeping corner and a long straight away that makes for great racing. Also, a new concession stand and tower have been erected and the ground plowed for the spectator.

All the top racers in the district are expected to show and race creating another great race for San Francisco Bay Area motorcycle race fans.

Cycle Hills is eight miles west of Morgan Hills, set in the scenic Santa Cruz Mountains. The track is easily reached from Hwy 101 by going West at the Bailey Road exit to Uvas Rd. and turning south to the race site. Residents of San Jose and Los Gatos can reach the track by going South on Almaden Expy. to Uvas Rd. and the site.

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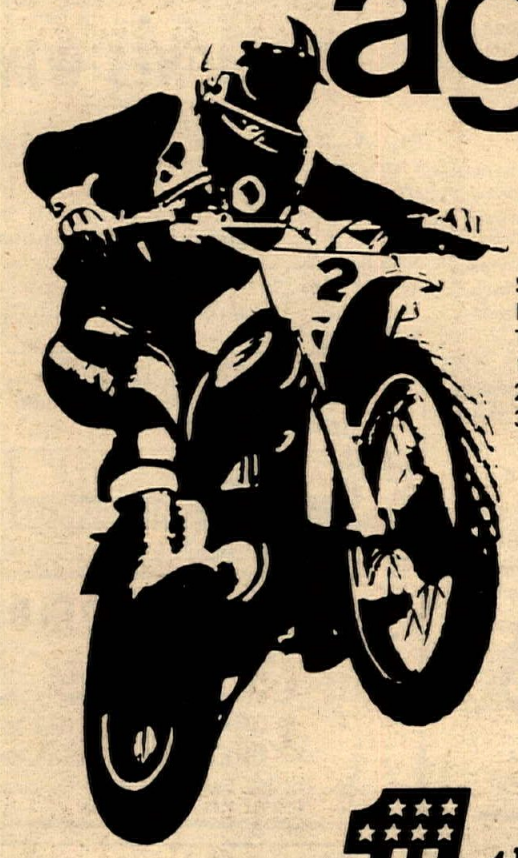

Spokebenders Hare & Hound
May 16, 1971
Trailbike Class
1st Larry Roesler — BAJA 100
2nd Mitch Mayes — BAJA 100
3rd Jim Summers — BAJA 100

HARLEY-DAVIDSON
the Harley-Davidson outperformers

ANOTHER WIN FOR ROBERTS

By Bill Spencer

SACRAMENTO, CAL., May 21, 1971 — Junior ranked Ken Roberts succeeded for the second week in a row at holding off a slew of national numbers to win the Short Track Main Event.

Roberts, one of the best on the national trail, held Jim Rice in check for the entire 15 laps and set another new track record in doing so. He bested last week's time by some four seconds with a 4:04:15 as compared to last week's 4:08:18.

Both Rice and Roberts had exactly the same semi times (2:13:05), but when the green flew Roberts dialed in the first corner and led it all the way.

Rice and his faithful BSA gave Roberts' Yamaha a very good run though, and it appeared in a few spots as if the nation's No. 2 rider might be able to drive off the corner hard enough to squeeze by. Roberts, however, had everything under control.

Jim Odom brought in the third place spot to keep the A&A Team ever present and Novice Pat McCaul brought a very well done fourth spot in for Swanson Motors aboard Ron Landice's Ossa.

Point leader Mike O'Brien held off Dave Hanser for fifth and Dick Mann worked all the way from last to finish sixth in front of Novice Del Silva.

Semi 1 saw rookie Expert Al Kenyon lead it off by quite a margin over Rice and Odom only to have his Sonny Kenyon racer succumb to mechanical ills with the loss of the rear chain. Rice sailed in the winner over Odom and O'Brien. Semi 2 was all Roberts with McCaul again holding off Hansen.

The crowd of more than 1000 was again treated to some of the best short track racing ever.

(Results on page 24)

18 FREE SILENCERS

Bassani Manufacturing of Anaheim, Calif. will be giving a way a total of 18 exhaust silencers to winners of the Mammoth Mountain Motocross Race. The race will be held June 19-20 at Mammoth Lanes and is sponsored by the High Sierra M.C.

Each of the first three place finishers in each class will receive a Bassani "Quiet One" Silencer in the size of their choice. No entry forms are required. Winners are automatic. These silencers retail for $12 each and are available for all bikes.

Ken Roberts is making this a regular scene: leading Jim Rice.

Rain Makes Good Racing

By J. Ferguson

FRESNO, CAL., May 18, 1971 — After raining off and on for most of the week, today it cleared off with just a sprinkle now and then to make an excellent day for racing. Even after all the racing was over, the track was in still good condition with no dust. There was a good turnout of riders from the San Francisco/San Jose area with many riding their first race in this area.

The Open Senior put on a real "whale of a show", particularly in the first couple motos until a Maico gearbox gave way. But, then, the fight was all but over. It started in the first moto with Robert Rogers getting the lead with Gary Chapman second and John Franklin in fourth behind Don Malley on a CZ. After three laps Franklin had worked his way to second behind Chapman and there's where the battle began. For two laps it was wheel to wheel in every corner with Franklin crashing and Chapman taking the win and Franklin moving to third.

In the second moto Chapman moved his Maico into the lead, followed early by Franklin. They dueled for three laps and finally on the 4th Franklin moved ahead of Chapman for the lead. Chapman stayed right with Franklin waiting for that one mistake so he could get by. But Chapman's bike broke down; Franklin went on to take the moto and the overall win with first in the third moto.

Parry Klassen also had a triumphant day taking two wins, first in the 125 Senior class on his Honda and in the 250 Senior on a Rickman-Montesa.

The 250 Junior 1st Div. proved to have another good rider, Steve Edmonston (Mai), putting in three smooth rides winning each moto by a wide margin. Second overall was taken by Mark Taylor on an Ossa.

In the 2nd Div. 250 Junior there was a close battle between CZ mounts Mark LaRue and Donald Sanders; Sanders took the first.

(Results on page 24)

Roy Taboada shows the field over the jump at Hayward.

Foley, Gennai Still Dominate

By Bill Spencer

HAYWARD, CAL., May 15, 1971 — A cool windy evening of scrambles racing greeted another large and enthusiastic crowd at the Hayward M.C. clubgrounds and nearly 400 riders signed up to perform on this second Saturday night outing.

The 650 Ex. run was completed on Sunday morn near 1 a.m. with Rick Otto the victor. Rick had little trouble in this rare appearance by the No. 13 district rider. Second went to Dan Hughes with Phil Ray filling in third after Bob Boaz and Bill Budde had a falling out just pass the start/finish line.

It seems that Budde was in complete control of third right up to the halfway point, when he suddenly went wide in the sweeper and Boaz moved under. As they exited the fast turn, they were side by side and suddenly Budde was sliding wide. Referee Wilson wasn't happy with Boaz's pass and called in Bob with the black flag. Never a dull moment at the Hayward spillway.

The crowd was treated to a double header 250 Expert Main as both Jim Foley and John Gennai were winners. This strange occurrence was due to a mistake in transfers and so the double run was called. Foley and Gennai got the same points and both are leading in district points by some margin.

In the 500 Expert run, Gennai's Bandido led off with Craig Filmer on a Montesa and Jim Foley on a Yamaha all trying to take up the same spot at the same time. They were so close that when Gennai's motor seized, Craig bumped him and Foley likewise bumped Craig. The grandstand held its breath all at once and with a long sigh watched as Gennai slid wide. On the next lap Foley powered around Filmer for the win and another first place trophy.

Roy Taboada and Mike Kenyon made it an impressive 250 Novice 'A' Main with wire to wire first and second places for the Sonny Kenyon racing team. Both riders have improved remarkably in the past few weeks and as usual, when this happens, it's time for an upgrading in their division. While they make it for the Junior class, Juniors such as Nick Nazzisi will be vacating that rank for the Expert class. A sort of balancing operation until one gets 50 Experts at a race.

(Results on page 24)

JONES WINS HALF-MILER

By Dick Sjoboen

ELMA, WASH., May 23, 1971 — Jim Jones captured the big money in this area' first Professional Half-Miler of the season. Jones looked impressive as he drove his Triumph past National Number 73, Sonny Burres, who had held the lead for the first several laps.

Another Triumph rider, Jim Smith, picked up the trophy dash win.

fast time for day at 26.43.

For Junior Randy Scott, it was a perfect day. After riding his Triumph to victory in his heat, he picked up a win in the trophy dash. Later in the program, Randy took first in the Junior Main Event.

There were enough Novices on hand to fill six heats, but when the end came, Jim Einerson (H-D) was on top. In the Novice Main Event he took the lead in the first lap and was never challenged.

(Results on page 24)

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Kelley Cops Manor Downs

By John Blanton

AUSTIN, TEX., May 23, 1971 – Honda rider Willard Kelley of Austin took four out of four at today's Sportsman Half-Mile at Manor Downs by winning both heat and final in the 200cc and Open classes.

Kelley's hardest race was the 200cc heat, which he won only after a race-long duel with Suzuki-mounted Gary Parker of Killeen. Having run as far back as third early in the race as a result of some jostling off the starting line, Kelley worked himself into the lead after swapping and reswapping positions with Parker in a series of spectacular maneuvers, which demonstrated racing savy far and above the scant years of the two riders.

All morning long, during practice, Fort Hood soldier Roger Sterling had been showing incredible speed and daring on a big Harley, and no one was surprised when he won his heat in the Open class, straight-away. After Kelley won the other heat in similar fashion, expectation mounted for the playoff between the two in the final.

Kelley was mounted on the same Honda "350" that Mike Odem rode so brilliantly over 650 Triumphs, Norton Rangers and such two years ago, but some changes have been made. The "350" is now almost 450cc's, and though it seems to run steadier than before, it probably develops less power at full throttle, and it is certainly less spectacular than in those days when it churned down the straight at 13-odd thousand rpms and seemed about to put the ghost of Sam Bass to flight.

None-the-less, histroy was due to repeat itself as Kelley eventually gained the lead and finally put the issue to rest by clearly pulling the Harley down the straight in front of the stands. Kelley celebrates his 20th birthday today. How about that!

Sterling's day was not a complete loss, however. He took both his heat and the final in the 250cc class on a Bultaco. Veteran racer of 15 years, Joe McNamara, won one of the most popular victories of the day in winning one of the 250cc heats on a Bultaco.

A trend is beginning to appear in the racing machinery brought to the 15-race series of Flat Track and Indoor Short Track events promoted this year by Motorcycle Productions, Incorporated of Austin. The TD-2 Yamaha flat tracker of Doug Parks has vanished as have the speedway bikes of several months ago. The over-powered speedway mounts with their cinder-track frames proved uncompetitive on the rough flat track courses, but TD-2 was hard to follow back in the days when someone could be roped into riding it.

At present the two-stroke singles dominate the series (with the exception of Kelley's Hondas) with Bultaco-mounted David Craig of Corpus Christi, Tex., leading in points over the newly-installed second place man, Willard Kelley. Third in series points is Danny Forke, who variously rides Hondas (with little success), Kawasakis and Yamahas. Danny picked up only 4 points today, thus dropping his second place position to Kelley.

(Results on page 24)

RUMOR FALSE

Contrary to rumors being circulated around, the SRA Suzuki Series has not been cancelled states Ron Vincellette. "The races will be run on our advertised dates with overall winners receiving a Suzuki – as promised. There is no change, I repeat NO change in any information we've supplied in the past."

Third Open Beginner Larry Graham.

SRA Suzuki Series

By Lou Whitney
Photo by Dale Coats

CALIFORNIA CITY, CAL., May 23, 1971 – Nearly 500 Beginning and Novice class riders braved fantastic weather conditions for the second round of Sportsman Racing Association's Suzuki Cyclone Series today.

When the heat of battle was over, a three way tie existed in the Novice point race for a new 400 Suzuki. Mark Granger (Open), Don Wallingsford (125), and Ron Roberts (250) all share the lead, but there are many other Novices breathing hard on them. SRA officials will only count a rider's best three races in the five race series unless there is a tie. This gives many other riders a fair chance at winning.

A 250 Suzuki also will be given to some lucky Beginner at the end of race five. All Beginners having finishes three races will have their names put in a hat. A drawing will then determine the winner. For riders not quite fortunate enough to win the bikes, SRA is providing some really nice trophies to 20% of the starters plus different finisher pins every race. Next race will be held on June 6.

Meantime, at today's race had a little bit of every conceivable terrain except that rocks of any size were conspicuous in their absence. The start area was flat and open to the smoke bomb and then got rougher for the next mile or so.

After check No. 1 the course angled down some fast trails and dipped down into a winding canyon sandwash. Just past one particularly wicked series of whoop-de-doos a large sign read "Mother-What???" A few yards further, another read "Shame on you". Any rider who hit the area at speed knew exactly what they meant.

Once out of the canyons, a super fun fire road wound into the pits where a racer's relative speed was governed only by his use of, or lack of, intestinal fortitude.

Don Wallingsford showed just how much he wanted that 400 Suzuki by pushing his 125 American Eagle to an impressive win in the Novice class. Ricky Morrison was second overall to take the 100cc win on his Hodaka. Don had built up a two minute lead by the third lap which led to mumblings about "Phoney Novice" etc. Not so! A little checking reveals him to be a legitimate Novice.

The most exciting race of the day was the 250 Novices. Ron Roberts and Vince Wells put on a tremendous duel for the spectators covering the entire 27 miles. They were never more than 40 feet apart for the entire race. At the pits in lap No. 1, Ron had a thirty foot lead, lap No. 2 had Vince sharing the lead, with Ron taking the checkered by a scant few feet on the final lpa. Vince settled for second, followed by Roger Miller who was only a few seconds back waiting for a mistake from the leaders. Coincidentally, Ron and Vince came to the races together, are both members of the sam club, and ride idential Ossa Stilettos.

The Open Novice race was a two man fray with Palmdale, Calif., based Mark Granger pushing his CZ past the charging Husky of Layman Gattis on the second lap and holding on for the win as the two pulled away from the pack. They both finished the same in the first race of the series also.

Last race of the day for the 250 Beginners was one of the most spectacular. This class seems to attract the most enthusiastic and gutty riders. One official, manning a check, was seen fending off the charging horde of 250's with a big stick as they tried to ride over, around, and through his check. 42-year-old Tom Jackson showed all of them the way as he stayed on his Husky long enough to take first followed by Jim Smoot on an Ossa.

The whole day went smoothly with no injuries reported. About the only complaint heard by this writer was that there was a number of trail riders on the course during some of the races. Trophies for this event will be available on June 20th as SRA is having names engraved on all of them.

(Results on page 24)

ENDURO STEWARD

Ed Farrell of the Desert M.C. will be the enduro steward for Dist. 37 for the remainder of the year. His phone is 714/892-4817.

Lee Roars to Victory

By Wayne Hodges

OKLAHOMA CITY, OKLA., May 22, 1971 – It was all Robert E. Lee (BSA) of Ft. Worth, Tex., at the Oklahoma City Fairgrounds Half-Mile Speedway tonight.

The 21-year-old Lee captured his six lap heat race, roared to an easy win for the trophy dash and then outdistanced the field for a clean sweep in the feature event. Freddy Beall (Tri) of Van Nuys, Calif., was giving Lee a good run for his money with only one lap to go but went down on the number 4 turn. Charles Seale (BSA), of Lantana, Fla., finished second and W.T. Rufner (Tri) of Ft. Worth third.

In the exciting Junior division, Gary Bailey (Yam) of Clovis, N.M., won his heat race and then went on to edge out Alan Smith (Tri) of Chandler, Okla., with William Marrs (BSA) of Shawnee, Okla., taking third place.

In the Novice division, the "Mighty Mite" from Denver, Colo., Del ARmour (Yam), romped again to the checkered flag in his heat race and then showed the fans some outstanding riding to come from way back in the pack and sweep to victory over hard charging Teddy Poovey (Bul) of Garland, Tex., to win the feature event. Poovey won his heat race and then beat Armour out for the trophy dash.

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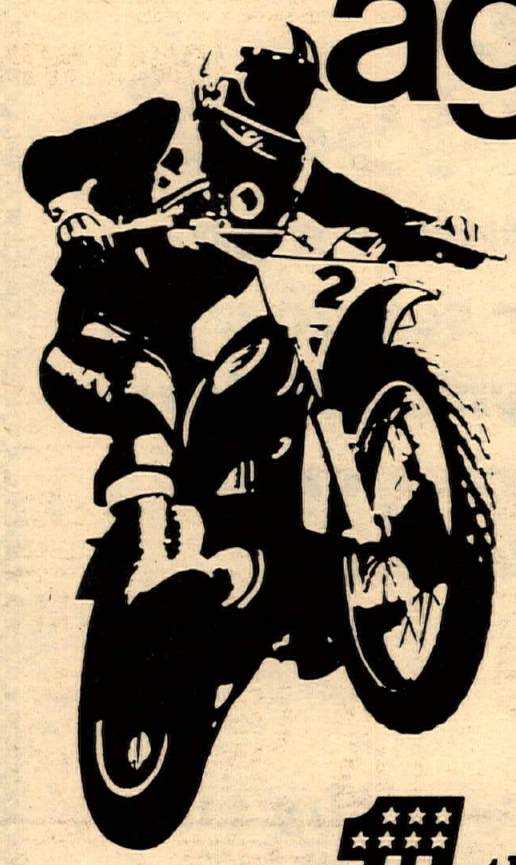

Red Dots M.C.
Hare Scrambles
May 9, 1971

Trailbike Class
1st – Mitch Mayes – BAJA 100
2nd – Larry Roessler – BAJA 100

HARLEY-DAVIDSON

the Harley-Davidson outperformers

Jim Wilson won the 500 class and took second in the 250s, but was later disqualified and suspended for delivering that age-old gesture of insolent ill will to some spectators. Tsk-tsk.

Wilson Can't Win for Losing

By John Grout

VALENCIA, CAL., May 23, 1971 — Young Jim Wilson would probably have been well advised to have stayed home in bed on this particular Sunday, instead of trying to compete in Indian Dunes' weekly slip and go show. Because, as of late, he either gets everything all together, or else everything gets all together against him. There's no middle road...

While encountering more problems than one could expect, the "Torrance Skyrocket" evenly divided his efforts between grabbing three straight wins in the Open Senior jamboree; taking a 2nd over-all against the 250cc tribe; and last — but far from least — doing something illegal, resulting in a 30-day suspension.

Wilson won, then lost as a result of a "gesture". Sensational Danny LaPorte could only win two of three motos. Dave Rodgers' machinery came up with a mysterious case of the blahs — later diagnosed as a broken piston ring. And Joyce Soyka — astride the "Cracker Crumb Special" — was at last able to pin the tail on Janene Pennington for the day's overall win among the Powder Puffers.

Billy Payne tore up the course for two moto wins and an overall victory against the 250 Seniors; but Wilson, Jeff Wecker, Scott Hoffee and Mark Cook all had a big say before the records entered the final book.

Don Emler gained a narrow one point decision over Dave Rodgers for the 125 Senior win. While Jeff Wright and Eddie Cole followed the two leaders to the final wire.

Foremer desert racer, Dick Vick grabbed the top spot on the open class, Old Timers show, while Tom Hoyle was the small bore winner for this group.

Both Rick Slamon and Dave Kolbe collected three wins each for the big position in their respective 125 Junior events.

Rex Brown and Craig Brewster were class winners over the 250 Juniors. Lynn Fraser and Mike Todd grabbed the Open Junior victories.

(Results on page 24)

Dunes Team MX Staged

By John Grout

VALENCIA, CAL., May 30-31, 1971 — In a day that was as much a Junior rider as a Senior rider effort, the 250 team race on the second day of motocross competition at Indian Dunes Park shaped into a blazing front end battle between an entire bevy of Bultaco machinery.

Getting one of those "slug-slow" starts, Dave Rodgers, who was teamed with a high-flying Junior named Kenny Zart, circled the track on the first lap as if he were astride a sick cycle. Then with an explosive suddeness, Rodgers got angry at something and began blazing by the other bikes. He had moved from 15th to 4th position on lap number 3.

Still in front of Rodgers were the teams of Tom Rapp and Dick Eiersted, a Junior division rider who has won 14 of his last 15 starts; AJS mounted Doug Grant and Mike Beanway; and the big-duo of Billy Payne and Mike Todd.

As far as all of the spectators were concerned nothing would be able to sidetrack the roaring Rodgers, but "Mr. Bultaco", Tom Rapp, had other plans. And those plans developed into a whirlwind of a fantastic combat.

As Rodgers moved into second position, Rapp unwound another quarter throttle, moving into a comfortable 30 second lead by the time he sailed into the pits and handed the reins over to his partner Eiersted.

Then, after Rodgers had changed rides with Zart, the combat was hot and heavy again. But, Rapp had already, seemingly, established too much of a commanding lead and after three hours of smoke and absolutely safe "in-fighting", it was Rapp and Eiersted with a five second lead at the final wire.

Rodgers and 15-year-old Zart on the team Bultacos from Steve's Van Nuys shop and Woodland hills sportscycle were in second.

At presstime, the 500 race was still in progress. Story, photos and complete results will appear next week.

250

Tom Rapp/Dick Eiersted	Bul
Dave Rodgers/Ken Zart	Bul
Bill Payne/Mike Todd	Mai

125

Dave Rodgers/Ken Zart	Bul
Eddie Cole/Wayne Cook	—
Ray Byers/Rick Sammons	—

100

Tom Zahnter/Tom Tinneri	Hod
Jim Dawson/Steve Tinneri	—
Bruce McDougal/Brad McKee	—

Darnell Tops Oak Creek

By Ken Beach

MOJAVE, CAL., May 23, 1971 — Russ Darnell made his first appearance at Oak Creek riding a crisp new 400 Suzuki and bagged the Open Sr. class with a very businesslike flawless performance. The Open Jrs. ran with the Srs. and Mark McDonald really tried to snag Darnell, but Russ just sailed out of sight. McDonald won all three Jr. motos and Kawasakied it to them. That's right, a haulin' Kawasaki. Gary Egloff and Greg Winkel were really going at it, dicing all the way into the third moto, and finally winning by a wink or Winkel, Greg grabbed runner up. All the way down from Reno, Nev. came Dave Rider with his 400 Suzuki to place 4th.

The 250 Srs. were combined with the Jrs. and a very smooth Jim Burnett, a Jr. Taco man was crowned the overall winner. Burnett's only threat came from Phil Taylor aboard his motatin' Maico. David Lopera CZ chalked up the 250 Sr. cash win by a narrow margin over Gary Egloff a Jr., who rode as a Sr. Both Lompera and Egloff were both lost in the stampeded at the start. With so many Jrs. in the class neither rider had the other in his sights and this gave them that extra spark to wail on for the anticipated cash.

Our brave, cute and only Powder Puff, Cheryl Acres, astride her DKW rode with the 100 Jrs. and unless chivalry is alive Cheryl passed quite a few! Kawasaki's second overall win for the day came in the 100cc Jr. class with the mastery of young Scott McDonald. Four-stroker Doug Bridges and Rickman mounted Harvey Bliss relentlessly chased each other hoping their personal duel may land one of them in front of McDonald. The checkered flag left Bliss in 2nd.

The tightest races came in the 125 Jr/Sr. combined class, better known as the Garrett classes. Allen has replaced his brother Wayne who was drafted, by winning the 125 Sr. cash and brother Tom logged the 125 Jr. win. First year teen Von Peterson ousted Garrett in the first leg and slipped in for a third in the 2nd moto. Yamaha jockey Gerald Herrera squeezed into 2nd in the third leg when Peterson fell, smuding his white Levis, a family tradition started by older brother Lon who is due back from Viet Nam.

Oak Creek is planning a brothers match race. Can the Jones boys beat the Garretts?, the Petersons?, or the McDonalds?, or would you lay odds on the DeSotos and the Grossis?

The circuit at Oak Creek has undergone several changes recently. We have eliminated the off camber sections and tight corners, and have added water. Don't miss our BIKINI girl June 13. She will be giving you the checkered flag while you're riding for $1000 in cash and trophies.

(Results on page 24)

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CLEMENTS: CLOSEST TO ZION AT CMC-UTAH MX

By Dave Swift

ZION NATIONAL PARK, May 30, 1971 — Bill Clements whomped every one so bad it wasn't funny. During a race, knowledgeable spectators cross a track after the last guy has passed. On the L-D Ranch today, people would wait until Clements would come by and then cross, confident that nobody would be coming for a while.

Billy is still pretty lousy on his starts, at least for someone who wins all the time. Out of six motos, he got only one decent start.

His worst start was in the first 500 race: John DeSoto and Tim Hart put their Maicos up front but within moments Bryar Holcomb put his square-barreled monster in second. DeSoto was running away, as usual. After a single lap, Clements had come from nowhere and nearly everyone backed a notch. They both disappeared behind trees and bushes for a few turns and when they appeared, Billy was right on his tail. As they both entered the narrow choppy straight full bore, Clements sat back on the rear wheel and screwed on every horse Edison Dye could import. The pits whooped and hollered and he passed DeSoto as if John had stomped the wrong lever.

Half a lap later, John stuck a piston and went home.

In an earlier clash, the 250 Experts, DeSoto and Dave Smith led the 17-year-old at the start. DeSoto never finished the first lap when his ignition puked about the same spot his 400 broke; Smith dropped his a lap later.

For Billy, this race, like the rest, would be simply a matter of getting through the field and battling fatigue. Bill had his leg smacked a good one in a tangle with DeSoto two weeks earlier. Tendons were torn and it was nearly a week before he could walk. Some folks thought he was riding with a broken leg. The high altitude (6,000 feet) caught most riders short of breath after a couple of minutes racing, but smart Billy would cushion himself with a big lead immediately.

The kid from Pasadena could have sandbagged in his last motos but he doesn't know how. Besides, he's turned pro and is planning on some tough competition this summer.

Bryar Holcomb did a splendid job. If one finds it possible to put Clements out of the mind, Holcomb looks quite good with two overall seconds. He and Lars Larsson spent the last two 500 motos side-by-side. Bryar was favored most of the time but he dropped it in the last moto.

Bob Hershey put in three consistent rides for a third; including a better-than-average challenge to Clements in the final round. Rick Staten tied Holcomb for second in the 250s. Holcomb dropped it in the middle moto and had to move from 12th to third. The consequent jumbling of the rest of the pack allowed the much-improved Staten to garner the points.

Jimmy Beauchamp deosn't go incredibly fast on his Sachs, er, ah, DKW; but he goes fast enough. In each of his races, Beauchamp moved up to the front quickly and left himself a nice little margin for error. Teammates Murray Hoffman and Eric Crippa were constantly pummeling for the next spot but Hoffman retained the edge each time.

Jim Hoover, the chap who did so well last week at Evel Knievel's thingie, won both 125 and 250 Intermediate contests, sweeping the latter. He's got a ride with C-Z now, and he also has durability.

One of the virtues of the race, Stu Peters explained, was the "nice view", which was the understatement of the weekend. The ride up what humans call Zion during their short stay on this planet was numbing. Gawking at Ma Nature's subtle surprises all weekend was worth the finite hassle of getting there.

The course was among the finest the CMC has ever used. The land is a hilly pasture; all that is needed was imagination and some banner. It got choppy during the last motos, and could have used more passing room, but it's quite hard to actually fault.

The California Moto-Sport Club plans to have another race at the same spot next year. When they do, I'm going to make sure I get an entry, and make plans to stay awhile.

(Results on pge 24)

The start of the final 500 Expert moto. Clements leads Jack Johnson of Las Vegas, Nev. (PP), Jim Fishback (35), Bob Hershey (36), Bob Fisk (600), Lars Larsson (97r), and Bryar Holcomb (6).

Unbeatable Bill Clements soars into the brilliant Utah sky, using a neat fourth-gear jump as Prime Mover.

Nothing New at Ascot

By Gary Schmythe

GARDENA, CAL., May 27, 1971 — Tonight's entry forms read like the Southwest's Who's Who of motocross and the CMC's unlisted phone number may have been changed to MAico 82-7-1 as that was the combination in the 500 Senior. John DeSoto led the sweep with Tim Hart second and Mike Cram third.

Those Rickman mounts, Jeff Wright and Bruce Baron, were at it again in the 125 Srs. Wright battled hard in the initial moto and held off Baron to take the win. The second face-off found them peg to peg, and jump for jump before both went down leaving the race up for grabs in the third. In this one, Baron blasted to the win with Wright second and Terry Clark (H-D), playing a waiting game, third.

When DeSoto lost it in the 250 Senior class, Baron took up the slack and topped Glen Lund (Ric) for the overall win. Scott Hoffee (Bul) led the charge for third.

R. Bean (Suz) was able to out run B. Doornbos (Hon) in the 100 Jrs; B. Stem (Hod) came out of the pack to latch on to third. All eyes were on a 10-year-old wonder R. Kline, however, on his small Steen's Micro. He is putting it all together and becoming a terror in this class.

A pair of C-Zers, J. Vandergeest and M. Horstman, were doing their thing for the number one spot in the 250 Jr.; Vandergeest took the flag first. D. O'Haver on a lone Ossa garnered third.

L. Quintard (Yam) has fully recovered and is back in the winning ways, 125 Jr., J. Steeber (Yam), took second and T. Blum (Mon) third.

T. Simpson (Ric) had it locked on and went on for the win in the 500 Jr., D. McKee (Mai) and J. Dykes (Gre) were having at it for second. McKee made his move a good one, took over that spot and Dykes was third.

Those that think a street machine can run anywhere, any time, look at that poor guy who tried to run his big, ill handling, and not properly prepared machine. It caused not only damage to himself but to others. You don't ask a VW to do a Ford's job, do you?

(Results on page 24)

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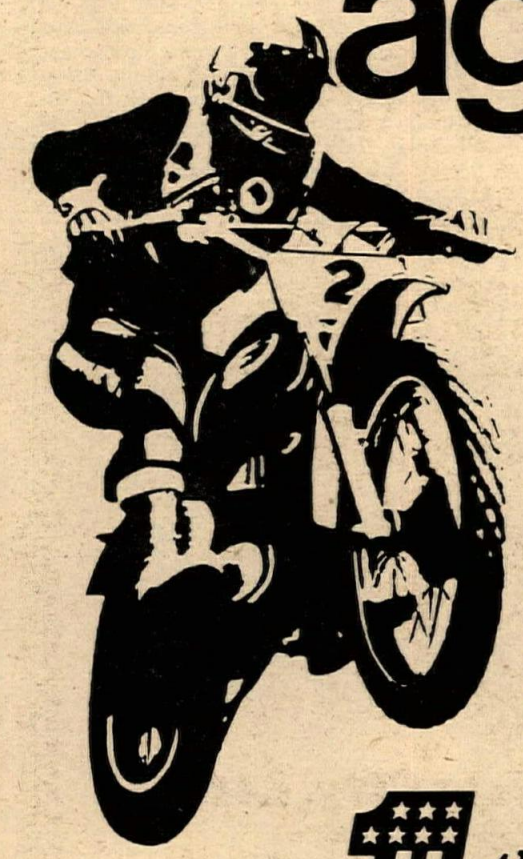

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2nd Randy Milligan — BAJA 100
3rd Jim Sumners — BAJA 100
4th Larry Roesler — BAJA 100
5th Don Olglebi — BAJA 100

HARLEY-DAVIDSON

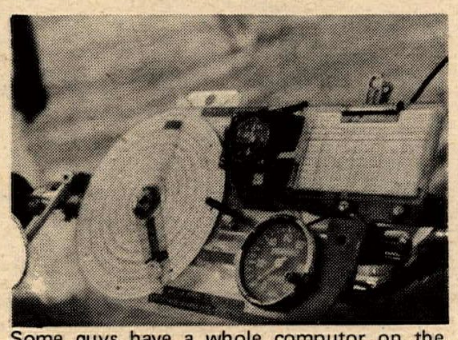
the Harley-Davidson outperformers

GREENHORN: 25

By Ron Schneiders

DUARTE, CALIF., May 30, 1971 — The Pasadena M.C. staged the 25th annual Greenhorn Enduro this weekend and they went all out to make it one of the best ever. Ironically, they drew a smaller entry than they have in any recent years. Entries came from all over the country from riders whose big ambition is to finish this pretigious event, but, like the prophet who is without honor in his own town, the Pasadena club found itself unsupported by the riders in its own southern California area. A mere 380-odd riders signed up to ride the 500 mile National.

The Pasadena Club's unforgivable sin in the eyes of the southern Californians was to require street-legal bikes so that they could duplicate as much as possible the runs of earlier years on their Silver anniversary. This isn't such an unusual or difficult requirement; the rest of the world has been requiring street-legal equipment for enduros for years and most bikes can be made minimally legal without either much work or money. A license plate, stop lights, muffler, a toy bulb horn and a $2.00 mirror will suffice. But southern California riders, like dinosaurs, find it difficult to adapt to a changing environment.



Some guys have a whole computor on the handlebars, which is all right if they ride fast enough!

Staging area for the run was the home of the big sleds, BSA-Triumph Corp. in Duarte, which is just on the outskirts of Pasadena. If anyone thought about running an open expansion chamber, he quickly abandoned the idea becasue the run started off down Foothill Blvd. and then went over some residential street to Highway 39. A few riders found they were already in trouble. With close-ratio gearboxes on small bikes, they had a practical speed range of between 20 and 40 mph. The scheduled speed up Highway 39 was 36 mph which really required a top speed in the neighborhood of 60 mph to maintain. They were late before they ever got off the asphalt.

About 10 miles up, the course left the highway for dirt roads and wound about 80 miles through the forest with schedules of mostly 24 mph. For many riders, the fire roads were a novel experience and they found the steep dropoffs somewhat intimidating. With a turn about every 100 yards (usually hairpin) lots of rocks and the ever-present cliff to one side, averaging 24 mph wasn't really easy, although those used to fireroads didn't have any problems. A few northern California-types, who are used to holding 24 mph over trails, found it duck soup. Eventually the course left the forest, passed through Pearblossom, and went off cross-country toward Four Corners.

Just out of Pearblossom there is a canyon that the Pasadena Club really likes. They used it going both ways last year and this year. The canyon is filled with deep, powdery sand, has lots of sharp turns and a few choice rocks. With more than two riders in the canyon, visability becomes non-existant and even breathable air is scarce. From the canyon up to Four Corners and then on to Red Mountain, the going was fairly easy desert trails, but with constantly high schedules.

Beyond Four Corners there was a rocky section that tended to act as a separator. It separated men from boys, boys from machines and parts from motorcycles. Quite a few bikes went in street legal and came out desert sleds. They did however, leave out a particularly miserable canyon that was included in this section last year. After the rocks they went over that nice trail through the pennacles and down into Ridgecrest for the overnight stop.

So far the riders had covered 250 miles and most were about as tired as anybody can get and still remain on their feet. They headed toward the designated camping area that had thankfully been placed some distance from the carnival. Sleep was urgently required. But for many riders, there wasn't to be any sleep for quite a while as they struggled to repair bent and broken scooters so they could continue the run on Sunday. Ridgecrest is a friendly town for bike riders and several of the shops stayed open to help riders that needed it. My Sachs broke at Pearblossom so I was out of the two-day event, but could compete in the Sunday-only class if I could get it fixed. I hunted frantically for some Sachs parts but the only dealer who handled Sachs was one who had closed early. But the dealer at Mahoney's Shop sent me over to see a young fellow named Mike Franich who tore down one of his own bikes to lend me the parts I need — half of the rear hub assembly. All he asked was that I return them after the race. It's nice to get to places like that. There aren't very many of them any more.

Sunday started with sleepy, exhausted riders trying to spark some enthusiasm for another 250 miles of

Sunday started with sleep, exhausted riders trying to spark some enthusiasm for another 250 miles of riding. About 100 riders had dropped out by this time. Some were replaced by Sunday-Only riders (like me) but there were lots of number with only one or two riders. To start off there was an easy trail with a 24 mph schedule for about 20 miles. No problem. Then the gas stop at Garlock road and the schedule jumped to 30 mph. We thought that was going to be a dirt road section but the arrows led us right into some really nasty deep sand whoop-de-doos. Anyone who doesn't think enduros are races ought to try to hold 30 mph over that kind of terrain. If you could hold that schedule, you could win your class in most desert events. Fortunately the schedule dropped to 18 mph for about 10 minutes over a rocky section which gave us slowpokes a chance to make up a minute or two. Then it was back up to 30 for the remainder of the trip into Four Corners.

The course from Four Corners to Pearblossom was almost the same as Saturday's. Quite a lot of road with fast but easy-to-keep schedules. And that powder canyon. But the canyon wasn't too long and there was lunch waiting in Pearblossom. One easy rest hour and then a mere 2½ hours more of riding in beautiful Angeles National Forest.

The veteran enduro riders got back into their Barbour suits in Pearblossom, knowing it would be chilly in the mountains toward the end of the day, but some desert racers elected to continue riding in their normal sweatshirts and Levis. They were in for a surprise. As we climbed into the mountains, it became progressively colder and colder. It also became darker as the sun went down and fog settled on the mountains. It started drizzling. By the time we hit the 18 mph section, visibility wasn't much more than 10 feet. You were into the turns before you ever saw them. Trying to hold the schedule became quite dangerous because of the possibility of going over a cliff or running over a slower rider. The markers were invisible in the fog and whenever you had gone for a while without seeing either markers or other riders, anxiety born of fatigue, chill, loneliness and fear of going over a cliff, or spending the night lost and cold would start up. Then you'd overtake another rider (or be overtaken) or catch a glimpse of a marker and everything would be all right for another few minutes.

Eventually we got back to the pavement, Route 39. 10 miles to go, 36 mph schedule and (for me) 7 minutes late. Time to play road-racer on wet pavement with knobby tires and Sunday evening traffic. The CHP is out there doing its thing and its got somebody with a number plate pulled over so I'm lucky. He can't do anything about me. Up to the finish line at 6:01, one minute late. Could be worse.

Talking to the riders after the event, it seemed that most everyone

Gordon Portner on the world's most expensive "sled" tackles a water crossing, something rare in southern California enduros.

Here's a tough team: L to R Dennis Guilderhaus, Lyle Ta

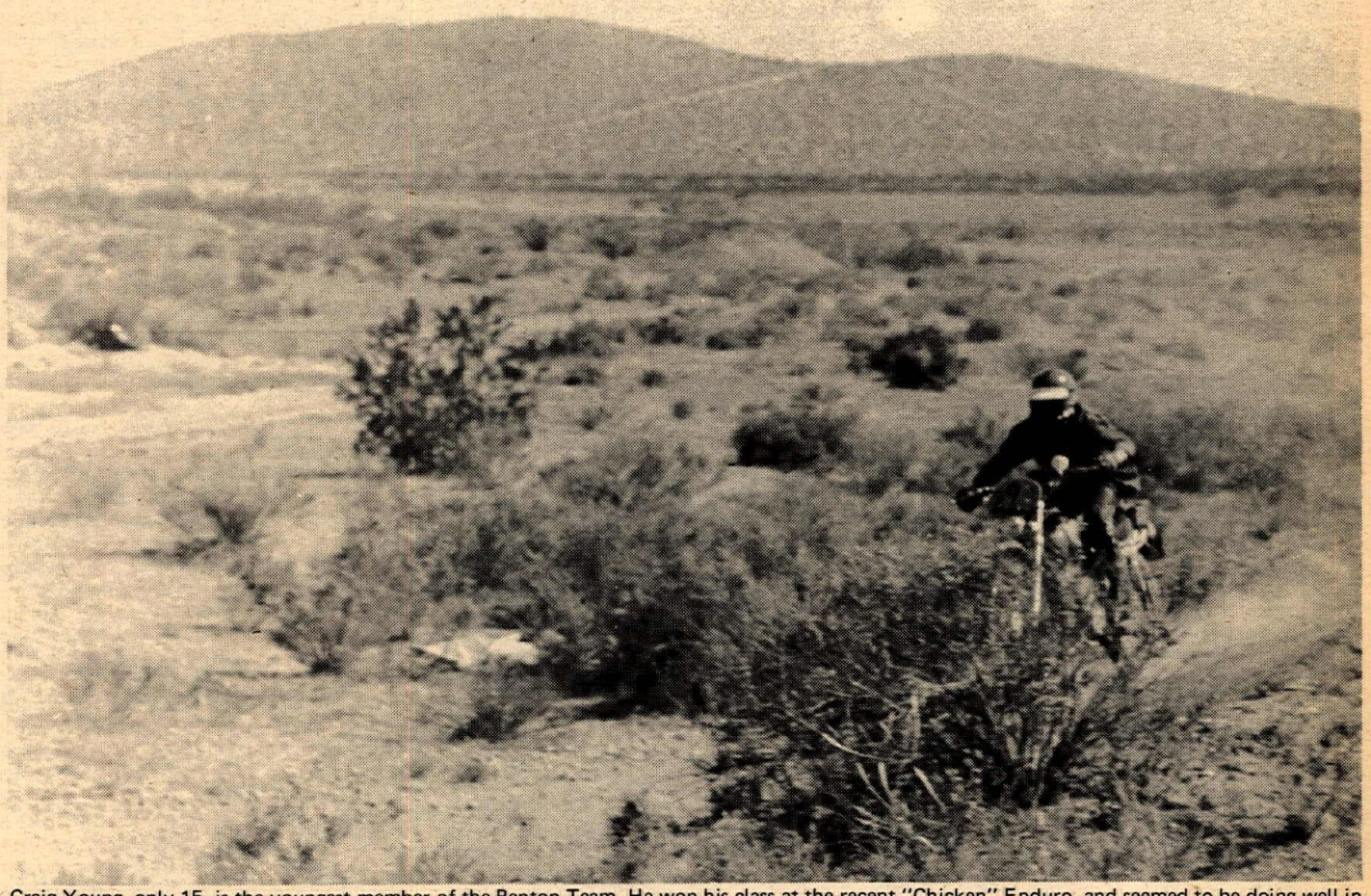
One of the attractions of Greenhorn is the fantastic sweep of country covered, but this rider is probably too busy to notice that he's passing the historic mining community of Red Mountain.

Bill Ocheltree (69A) and Bob Keys (69C). Bill was the "unidentified" Novice rider who took 1st Novice in las he's going to be an unidentified "A" rider!

AND STREET LEGAL

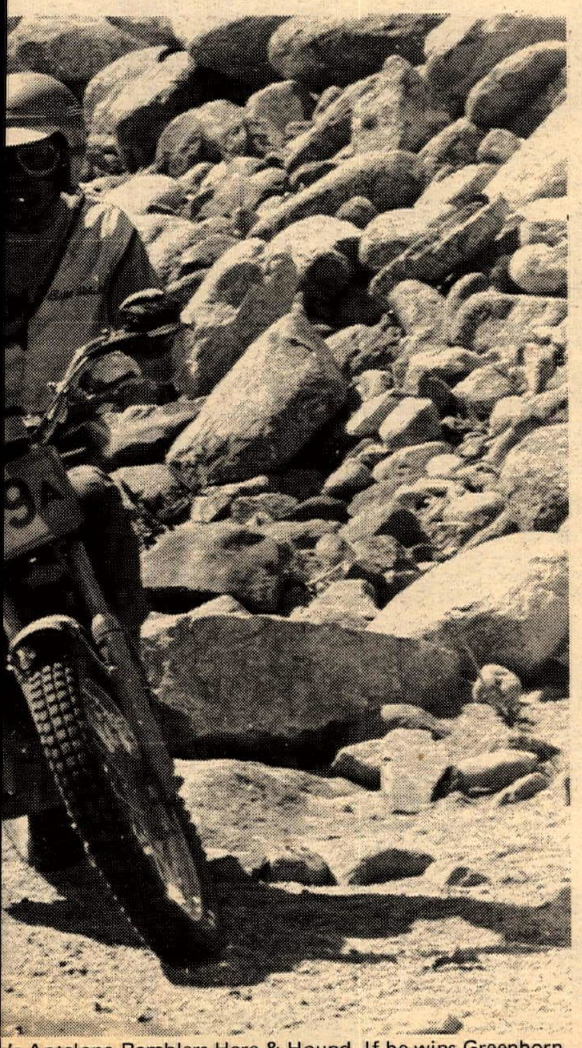
thoroughly enjoyed the run, particularly the forest part. The Pasadena Club has one whale of an organizational job to do for a run of this scope and they do it very well. Riders carry their own time cards and turn them in at the end of each section which cuts down on the number of complaints. Maps are funished for the use of the riders and pit crews, as are nicely printed schedules. Course marking, a big problem in past years, was quite good this year. A few places in the Sunday morning section could have stood a few more arrows or a bit of lime, particularly one trail intersection which had red ribbon going both ways! If you happened to pck the wrong way, it only took a couple moments to realize your mistake (the other ribbon was obviously older and sparse) but a couple of cardboard arrows would have helped. The simple fact that some 250 riders managed to fiind their way over 480 miles of mountain and desert is in itself a tribute to the marking job. It takes a whole lot of hours.

The only complaints that I heard concerned the measurement accuracy which might not have been quite up to the standards of the rest of the run. Sunday distance between Four Corners and Pearblossom was either in error or was run with the world's fastest speedometer. Mileage was running somewhat over 20% faster than on my VDO rear wheel driven speedo! My guess is that whoever measured the section had his speedo calibrated for a 21-inch wheel, but he was running a 19-inch wheel. In any event, the mileage through that section seemed consistent



Craig Young, only 15, is the youngest member of the Penton Team. He won his class at the recent "Chicken" Enduro, and seemed to be doing well in the Greenhorn.

ob Steffan and Lynn Wilson.



k's Antelope Ramblers Hare & Hound. If he wins Greenhorn

Photos By:

John Shedd

Ron Schneiders

Ellen Schneiders

and it was the same for everyone, but it's tough to try to make that much compensation.

So many riders seemed to be doing well that it's impossible to try to pick a winner. The results will be out in a couple weeks. Several teams made organized efforts including the Filtron team with stars Dave Ekins and Dean Goldsmith and Bob Staffan and the Penton team with Doug Wilford, Dick and Craig Young, and Gary Calkins. Kawasaki was offering quite a lot of contingency money for an overall win and there seemed to be more Kawasakis out there than jackrabbits. Steve Hurd was riding one. He makes it look pretty good.

Last year I was bombarded with mail when I said that, all things considered, the Greenhorn wasn't all that tough. It's always set up so that there is nothing that even a poor rider can't get over. It is not like many enduros where it's just impossible for a poor rider to complete the course. But going fast for 11 hours, over difficult terrain takes a special talent: endurance. That's what the Greenhorn is about. And if you want to be a winner, add mental endurance tothat. Accurate riding for 480 miles. Endurance. Greenhorn. It's one of the best.

No one rides Greenhorn without a pit crew. The pit crew has leapfrog ahead of the rider and be there with gas when he arrives. Most of the pit crews are wives and friends who take on the frustrating job out of love or friendship and get very little for it. Their job is often almost as difficult as the rider's because to get the trucks to the next stop often requires that they drive at 70 or 80 mph over bad roads. They get just as tired as the riders but they don't get any trophies. Any rider that wins a trophy should have his pit crew's name engraved right alongside his own because he wouldn't have it without his pit. Right, Greenhorners?

A new era of cooperation might be dawning. The CERA loaned 12 of its members to the Pasadena M.C. for checkers. The favor is to be returned on the CERA's Golden Bear Enduro this fall. Maybe there's hope for enduros in Southern California afterall.

Steve Hurd rode a Kawasaki Big Horn, and had trouble keeping on schedule. He'd get ahead and stop for a smoke, but the smoke didn't last long enough and he was still hot into most of them!

...Another View of the 'Horn

By John Shedd

DUARTE, VAL., May 29-30, 1971 — For a quarter of a century the Pasadena M.C. has put on one of the roughest, toughest enduros in the country, the Greenhorn. This year the club, which was established in 1914 celebrates the silver anniversary of the 'Horn, as it is lovingly called by man.

The first Greenhorn, in 1947 had its start at Johnson Motors, and now 25 years later the two-day 500-mile enduro moved its start from Pearblossom back to BSA, Triumph importer's parking lot.

In 1947, when Max Bubeck won the 'Horn on an Indian four he wound his way through the beauty of the Angeles National Forest before venturing into the hot dry Mojave Desert. This time, once again, Greenhorners, after many years of starts in the desert dust, were treated to the green scenery of the forest. Saturday morning was cool and damp and the riders enjoyed the opportunity to splash through mountain streams before hitting the desert floor at Pearblossom.

In past years one of the hardest things riders had to combat was the heat of the Mojave. This year, the entire run was cool and windy, and at the finish Sunday, riders encountered thick fog and a sprinkle of rain as they were coming out of the mountains. Several riders lost their machines over steep dropoffs as they lost control on the slippery mountain road. No injuries were reported here but one rider was seen hanging on for dear life to a small tree as his machine bounced to the bottom of a 60-foot slope.

The toll of men and machines that fell by the wayside on the 500 miles over green mountains and dry brown desert was heavy, but for those that completed the grind there were big wide smiles of pride as they knew that for them, win or lose it was a job well done.

When Max Bubeck won the first Greenhorn, he lost 26 points. Last year's winner, Bob Steffan, brought his Harley in with an identical socre. No one, in 25 years has ever zeroed the Greenhorn, and perhaps no one ever will. John McLaughlin, won in 1952 with the greatest loss of points of any winner with a score of 936 points, and in 1949, Doc Trainor won the third 'Horn with the best score ever of 993 points. And this year ...

At this point no one knows who won, but one thing is for certain, whatever his name may be, and no matter if his score is the highest or lowest in Greenhorn lore, it will be a victory earned from supreme effort and his name will be long remembered.

THOMAS RETURNS TO TOP SCRAMBLES FORM

By Sportphoto

HANFORD, CAL., May 21, 1971 — Almost 300 sportsman scrambles racers were on hand tonight to participate in a beautifully organized race. The Kings County M.C., however, seem to specialize in the unusual, promoting some of the most smoothly run races in the district on a perfectly prepared track, all with a very small membership roster.

One of the hotter races of the evening was the 500cc Expert. Ron Keener led into the first turn with Tim Thomas, Jack Jones and Don Harrell nipping right at his heels. Thomas, looking and riding like the Tim Thomas of two years ago, found an opening and moved past Keener in the second turn, then proceeded to develop open space between himself and the pack. Keener, meanwhile, was having problems as Jones slipped by in the last turn of the second lap, then Harrell on a wailing 441 got by in the first turn of the third lap.

Everything finally got to be too much for Ron and he fell in the second turn of lap three. Ron's fall seemed to trigger a whole series as in the following right hander Jones lost it, then Harrell fell in the succeeding last turn. Needless to say, there were massive changes in the order, with Harvey Baker moving into 2nd, followed by Leonard Reed and Jim Conway.

Thomas, with a comfortable lead, was giving a great display of riding ability, sliding through the turns and carrying the front wheel in the straights. At no time did Tim seem to be suffering a lack of horsepower, yet his Montesa had a muffler attached to his expansion chamber. Sure would be nice if this started a trend in this area.

Art Carter showed the 200cc Juniors his rear wheel for over two laps, although Greg Henson and Bobby Williamson were right behind. Finally, going into the second turn of lap three, Art made just enough of an error to give Greg room to go around and into the lead. Greg claims his Kawasaki is stock except for the pipe, which is really hard to believe after seeing it go. Greg held the lead to the checkered, ahead of Carter, Williamson, Jerry Lessley, Adam Pollok and diminutive Kirby Shropshire.

(Results on page 24)

Tim Thomas leads the charge during the Friday night Sportsman Scrambles sponsored by the Kings County M.C. at Hanford.

Riders Plagued by Breakdowns

By Elaine Jones

PERRIS, CAL., May 22, 1971 — The biggest problem tonight was breakdowns and most of the trouble came out of the Big Bike ranks. Andy Skeel, Bruce Prior and Jim Maupin, all from the Amateur-Expert class were bent over between races trying to get things together. Jamey Blunt didn't even make it to the line in the 100cc class.

The 250cc Amateur-Expert class saw some real dicing between Doug Mason, Skip Gallagher and Jamey Blunt. In the second moto after running three across, Doug broke loose and Skip and Jamey made like Siamese twins up and down and all around. On the last turn, Skip got through to take the second spot.

Doug also added the 100cc Amateur-Expert class to his win bag topping Vince Graves and Mike Du Bont.

Jim Johnson went home a happy man as he picked up his first trophy in the 125cc Division I class. Mark Reichert picked up a Perris Amateur rating by winning Division II.

Blunt kept his win streak alive in the 175-200cc class. It was one of the biggest fields all season and Jamey came from behind every time and then stretched it out. Danny Horton was second and N. Winstron third.

Rick Hutchins held off a strong charge from last week's winner Tom Avoian to win the First Division of 250cc Novices. The last moto saw Tom get through for the win but it was too late. Everett Harvey was third.

Nate Ezell took advantage of Walt Foster's problems to pull out the win in the second Novice go. Thanks to Walt, Larry Whitaker and Ron Bair each moved up the ladder and made it to the winner's circle.

The Novice moto had all kinds of riders coming off the line. Foster got it lined out first and kept out of traffic. Jack McCafferty and Rick Bair had all the fun of running with the pack.

Jeff Sexton came from behind in the first two motos of the Big Bike moto. In the third moto things were a little different as Bob Greenstreet changed the format by taking first and kicking dirt in Jeff's face for a change. Skip Gallgher rounded out the field.

Jim Beck and David Jones repeated last week's wins in the two classes of Mini-Bikes. Ricky Hart and Eric Jones took the wins in the Mini-Cycle classes.

(Results on page 24)

AMA RIDER REPS ELECTED

Representing the top 20 National riders in the AMA Competition Congress are Dick Mann, Richmond, Calif.; Mert Lawwill, San Francisco, Calif.; Grand National Champion, Gene Romero, San Luis Obsipo, Calif.; and Jim Rice, Palo Alto, Calif.

Royal Sherbet, Largo, Fla., will represent the Eastern region; Neil Keen, St. Louis, Mo., the Central, and Jody Nicholas, Newport Beach, Calif. the Western.

POINT RUN CANCELLED

The Sinners M.C.'s Dist. 37 Hare Scrambles point run scheduled for June 27 has been cancelled. The Lost Coyotes M.C. has picked up the event.

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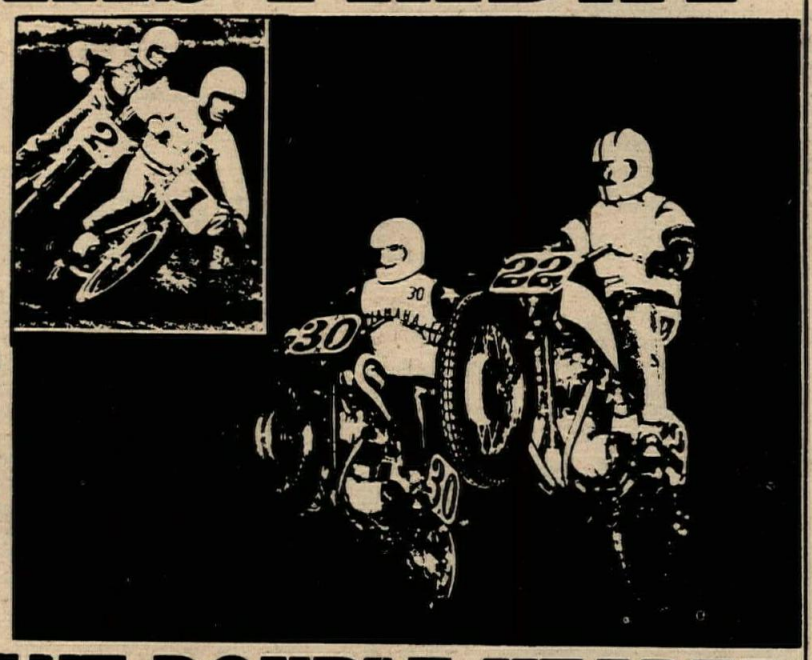

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SWITZER RALLIES TO CHERRY CREEK WIN

By Terry Newfarmer

JERICO, UTAH, May 16, 1971 – Only 170 bent-wheel finisher pins had been given out in ten years of racing until this year, when the Cherry Creek Hare and Hound saw 203 finishers, led home by J.N. Roberts' Mint 400 teammate, Max Switzer of Las Vegas, Nev.

Why so many finishers in a race that is regarded as one of the toughest? In contrast to earlier years, most of the 349 riders came set up for 90 miles of desert, and downright chilly weather lessened both breakdowns and exhaustion.

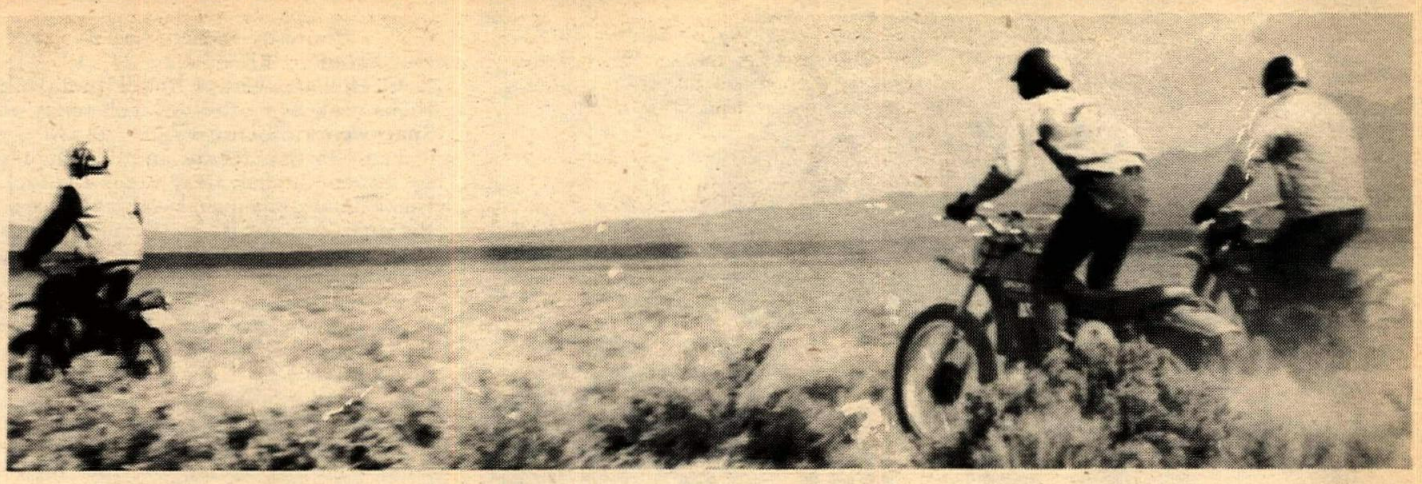
But the biggest factor was an easier course, flawlessly marked with paper plates, with the hand of the Bureau of Land Management clearly evident in the routing. Much of the course followed established jeep trails and gully bottoms, as opposed to the endless ridge-climbing of years past.

At the request of the sponsoring Salt Lake M.C., the BLM changed its requirements of a $2000 bond down to $250, and it appears that future bonds will be based on a $1 per-rider estimate. An official of the Utah office of the BLM said he watched the race "and I was very impressed – this is a legitimate use, and I am more concerned about hill-climbing by spectators than I am by the race itself."

A lot can happen in 90 miles, and most class winners were back in the pack at the second check. Don Fuller was riding all-out, with a six minute lead on his prototype-frame 360 Yamaha, with Switzer in 14th place, while 250 class winner Cal Crosby was 6th in the class, then led by Woody Lawhon and Steve Burgess.

Second check figures also indicate that Mike Pearson led the 200 class all the way, but second-placer Wayne Spencer had to fight his way forward from 7th. The 125 class changed hands completely over the course of the race, but Lamar Walker only had to get by one rider to keep his season-long supremacy in the 100 class.

After the second check came a twisty climb up a rocky canyon and a descent that allowed only one path through the boulders – that stacked up the slower riders, enduro-style. Somewhere in the rocks, Fuller ran out of gas, but he got going again when teammate Burgess shared half his remaining mix. Burgess made it to the gas check, but Fuller ran out again on the way, and Utah's desert ace Preston Gerber took the lead. By then Switzer was picking off the competition, moving up to 7th place.



After passing through the pits, a long blast across the sage saw Gerber in front, trailed by his course-long companion, J. Christiansen, then Dennis Packard and Switzer. Somehow Fuller had got gas, and crashed his way back to 13th place. But ahead lay the fringes of the Jerico Sand Dunes, where the course had enough vegetation to hold planning speeds down, but not enough to keep the sand from being anything but bottomless.

Wayne Spencer took second in the 200cc class.

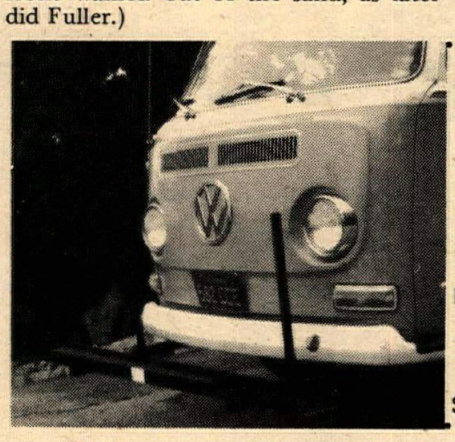
By the check in the middle of the sand, Switzer had only Gerber left in front, and Fuller was still charging up from behind. (Christiansen, 250 leader Woody Lawhon and others near the front walked out of the sand, as later did Fuller.)

Then out on the sage flat and road that was the home stretch, Utah lost its bid to win its own famous race for the first time in years when Gerber went end-over-end in the effort to hold off Switzer.

Bent fork tubes and an injured shoulder kept Gerber from getting going again until Packard had come by, and the battle for overall honors was over.

Said David Spencer, SLMC race chairman: "There were too many finishers for a race where the tradition is that it's an accomplishment to finish, but I would run the race the same way again, because hot weather would have made the race twice as tough."

(Results on page 24)



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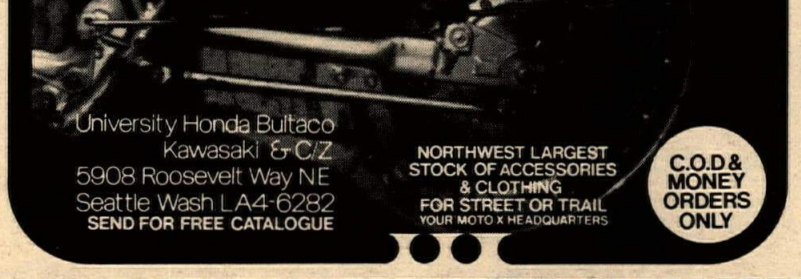

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I, _____ (Parent or Guardian's name), being of legal age, do hereby Certify that I am the _____ (Father, Mother, Guardian) of _____ (Applicant's name), a minor. I further sayeth that I hereby give my consent for said _____ (Applicant's name) _____, minor, to compete in Bay Mare Grand Prix, hereby releasing the Bay Mare Racing Assoc., property owners, for any and all liabilities. This statement of consent if valid through June 13; of year date below.

Dated this _____ day of _____ 19 _____
(Parent or Guardian's signature)

STATE OF CALIFORNIA COUNTY OF _____

On _____ (Date), before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____ (Parent or Guardian's name), known to me to be the person whose name is subscribed to the within instrument and acknowledged that _____ (He or She) executed the same. _____

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in the certificate first above written.

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Robi Holbert plays a little game of "Catch me if you can."

RENEWED DUEL AT LOCKHART

By Pete Szilagyi
Photo by Richard Creed

LOCKHART, TEX., May 23, 1971 — Robi Holbert, Wayne Booth, and Jack Hicks took home the top cash today at Southwest Motocross Park.

The 125 Experts saw another chapter in the continuing Steve Stackable-Jack Hicks feud. The pair swapped wins in the first two heats. In the third moto Hicks' Penton took the checkers first, followed by the Yamahas of Stackable and Gene Fisher. Don't get too smug, fellas. Rumor has it that speedy Ray Dasch has built himself a super, reed-valved 125 CZ while recovering from his leg injuries.

There was a disappointing turnout for the 250 Expert Class with most of the middle motors opting for the Junior bash. Booth cruised to an easy victory after first heat winner Ricky Lloyd lunched his gearbox. Attendance in the 250 Experts should increase shortly because several top Juniors are ready to get their feet wet racing with the money boys.

Bill Kasson debuted the new 380 CZ in Texas by copping a third in the Open class behind Jack DeBoe and Holbert. Kasson, Scott Elliot, DeBoe, and Dave Dismukes swapped places continually as they chased the lightning-quick Holbert around the rocky track. Robi was almost unable to finish the last moto because of an eye injury from a flying rock, but he managed to hold on to the big Husky for four more laps to ensure his overall victory. A University of Texas student, Dismukes, impressed all who have followed his racing career as he ferociously tailed Holbert in the first moto.

Whiz-kid John Kasson aced a big field in the 250 Junior class on a new bike from big brother's CZ shop. John was followed in by soon-to-be Experts Bob Trott (Hus) and Al Bigley (CZ). Other Junior winners were Bill Easter, O. G. Fox, and Bill Walling.

(Results on page 24)

INDOOR ST IN HOUSTON

For the first time ever, professional indoor motorcycle races will be presented in the Sam Houston Coliseum June 5.

Under the direction of K-Race, Inc., which operates Almeda Speedway, the AMA-sanctioned Two-Star event will offer a $1200 guaranteed purse to the winners plus contingency money and trophies.

Time trials begin at 6:30 p.m. Races start at 8. Tickets are $3.50, box seats; $2.50, general admission. Tickets are available at all five Foley's Ticket Centers and at the Sam Houston Coliseum.

Peterson Wins El Paso MX

By Dane Askins

EL PASO, TEX., May 16, 1971 — David Peterson came all the way from Silver City, New Mexico, to pick up the top cash in the 250 Expert class today. Peterson set the stage by putting his Ossa in the lead on the first lap of the first moto. Although pushed hard by Dick Wingfield on a Maico and Bryan Treadway on a Montesa he was never headed.

The second moto was again a wire to wire run for Peterson. Winfield pulled in second and Treadway third. The final moto started like a replay of the first two until Peterson dropped it near the end of the first lap. Treadway went on to win the moto with Bill Wight second on a CZ. After a little difficulty in restarting Peterson was able to move up through the pack and pick up a third. This was all he needed for the overall win. Treadway and Wingfield took home second and third place money.

The Open Expert class was very similar to the 250 class in that Lanny Wilson led the first two motos from start to finish, but he also had trouble in the third. Forgetting to turn the gas on he found himself trailing the pack in the first lap. Quickly remedying the situation, however, Lanny was able to power his big Suzuki into the lead for a clean sweep for the day. Dick Wingfield (Maico) and Jon Wilson (CZ) took second and third. Conspicuously missing from today's Open class action was Harry West who injured his foot last week at the La Laguna track.

Cliff Atchley, who claims Forida as his home but is presently stationed at Fort Bliss, rode his reed valve Bultaco to a clean sweep in the 125 Expert class. Placing second and third were Tom Wahler (Bul) and David Spencer (Pen).

Another clean sweep was scored in the 100 Expert class where Dave Miller riding a Harold Tiedeman tuned Hodaka easily turned back all comers. This little machine really runs and Miller did right by his tuner, never being headed the entire day.

Many local racers have mentioned that they would like to see the newly formed New Mexico Racing Team at some of the El Paso area races. Maybe they will soon.

(Results on page 24)

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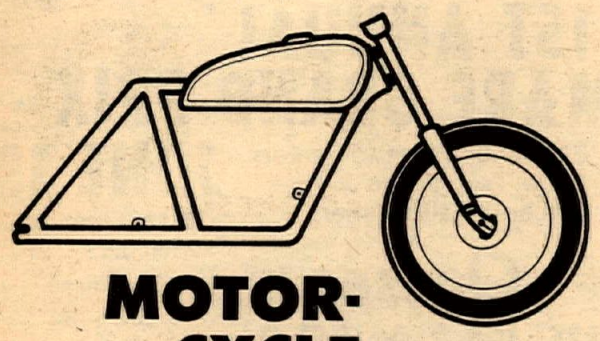

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FOWLER SNAGS TRIPLE WIN

By Don Strasheim

CORPUS CHRISTI, TEX., May 23, 1971 — It's beginning to look like nobody can beat David Fowler and his Bultacos. He brought a 125 and 250 to the track today and proceeded to win the 125, 250 and Open Senior classes.

The first heat of the 125 Sr. started with Jack Craig taking the lead on a Bultaco with Fowler on his rear wheel. The race continued this way until the halfway point where Fowler passed Craig, who appeared to be tiring. The second heat Fowler led from start to finish. The third heat proved to be some of the best racing of the day with Craig taking the lead with Fowler and Jake Warren close behind. Craig appeared to tire badly after three laps and Fowler and Warren both passed him. The finish had Fowler, Warren and Craig in that order.

The 250 Sr. and Open were a walk away for Fowler. Eugene Cameron on a Yamaha 175 finished strong second in the 250 class and Mike Rau (Bul) took second in the Open.

The 250 Jr's. had the largest number of entries and also provided the best racing of the day. The first heat had Gene Brown on a Husky in the lead on the first turn with Bobby Abbott on a Maico and Brad Adair on a CZ right behind. Brown held on to the lead the entire first heat and looked very good.

The second heat had Abbott off in first place and he held the lead to the finish. This 16-year-old rides very smooth with a very disciplined type style and should become a Senior in a very short time.

The final heat had Lonnie Plough on a Kawasaki out first with Adair's CZ right behind, followed closely by Brown and Abbott. Plough must have really been charged up for this heat as he rode an outstanding race, holding off the competition for a win. Brown and Abbott were fighting for 3rd which was decided at the finish line jump as Abbott's Maico passed Brown's Husky.

Forest Glade Cycle Park will feature a Motocross School to be conducted by John DeSoto on June 12. Motocross races will be presented the following day with a $1000 purse for Seniors and trophies for Juniors. DeSoto and Tim Hart are scheduled to compete as are many of South Texas' better riders. For further information and entry forms write: Forest Glade Cycle Park, P.O. Box 1457, Corpus Christi, Texas 78403.

(Results on page 24)

NORTON GP NEARS

The Norton Grand Prix, the fourth race on the Los Angeles Chapter of the American Federation of Motorcyclists' schedule, will be June 13.

The road race will be held on Orange County International Raceway's 10-turn course. OCIR is located off the Santa Ana Freeway at Sand Canyon turn off.

The Norton Gang of Bill Manley, Jack Simmons, and last year's Heavyweight Production Champ, George Kerker will be there. Simmons, who set a race record at the Gatorade Grand Prix on his Norton, has increased his lead for the $500 Norton Contingency Award to 12 points over Bill Manley.

First race will be 11:30 a.m. Free parking is available to all. Orange County college and high school students are entitled to a $1 discount on main gate admission.

SAMMY TANNER PRESENTS A CYCLE SWAP

Ventura County Fairgrounds is the location for Sammy's cycle swap meet. In the large 22,000 sq. ft. Commercial Building there will be more than enough room to move around without crowding. The date will be the same as opening night of SRA sanctioned speedway racing, Tuesday, June 15.

Set-up for the swappers will begin Tuesday at noon to 5 p.m. Doors open to general public from 5 till Midnight. (We urge race fans to attend early so they will have plenty of time to swap before the race at 8.) Admission will be $1 for adults, kids under 6 free.

Swapper booths are now available, and reservations in the "Cycle Bazaar" are $10 for Commercial and Dealers. Space size will be 20 by 10 feet. For information or reservations — Phone 213/830-4040 or send check or money order to Sammy Tanner, 510 West Anaheim Street, Wilmington, Calif. 90744.

NEW ENTRY FEES

Dist. 37 entry fees for motocross will now be $5 mail and $8 post. Scrambles entries will be $4.

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Total $ _____ enclosed _____
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Manzanita Revives Half-Mile Racing

By Jeff Coker

PHOENIX, ARIZ., May 14, 1971 – The Arizona Motorcycle Racing Association presented a half-mile flattrack racing schedule tonight in lieu of their regular TT race. Amateurs and Experts in the 250cc, 500cc, and Open classes competed for the regular prize money but no season points were awarded. The Novices and 125cc Am/Ex. ran on the regular TT track.

The reactions of the crowd to the newly revived half-mile race was very favorable. The riders' reactions were predictable. For the most part the winners like the fast hard oval while some of the losers voiced opposition to "that kind" of racing. It's been a long time since Arizona has had some good half-mile racing and most of the riders don't want to see it die.

The action Friday night was a good example of what half-mile excitement is. In the Open Expert class Butch Beard put it all together and easily won both the heat and main event. Butch's fast Kawasaki 350 led through most of both races giving Jon Sellers notice that he is definitely a strong contender for the number 1 plate in the Open class.

In the 250 Expert class Gary Wells narrowly won the heat and the main event. In the heat Brian LaPlante gave Gary a very strong run while Butch Beard put the pressure on in the Main.

Gary again dominated the 125 Expert class as Cliff Allison and Paul Rosenfeld took second in the heat and the main respectively. They're getting closer Gary.

Richard Bonine stretched his point lead with two wins in the 100 Novice races as did Doug Schneider in the 100 Amateur races. The 125 Novice class had a surprise winner in the heat event with Gary Miller showing the old pros the way home. Dave Meeker got back on top of the pile for the main.

The 250 Novice class is unreal. How that many riders made it through the first turn is not really known. Jack Dovenspike won the heat. Richard Baney won the main.

(Results on page 24)

Three More For Smith

By Rich Hoffman

EL TORO, CAL., May 26, 1971 – Scott Smith (Yam) continued his winning ways tonight taking three main events including the 250cc Sr. S.T. in which he placed second a week ago. Last week's winner, Charles Gann (Bul), had to settle for the number two spot in tonight's race.

Scott's other two wins both came in the T.T. events where he won the 250 and 500 Sr. Divisions.

Both the 125cc Sr. S.T. and T.T. were won by Bob Sanders; Smith was second in each.

In the only other Sr. event, the Open S.T., Steve Nichols (Yam) was the winner over Chris Smith (Mon). Chris also placed second in the Open T.T. event.

Two Ossa riders Brad Stankey and Tony Dell finished one-two in the 250cc Jr. S.T. with Stankey taking the win.

Barrie Idom (Bul) was the winner of the 250cc Jr. T.T. Morris Malone (AJS) finished second.

A special thanks to Mr. John Smith (CAT) for his help on the track just prior to race time tonight, because of his help the El Toro track was in about as good a condition as it has ever been.

(Results on page 24)

Wells, Shuman Top Slaughterhouse

By Will Palmer

PRESCOTT, ARIZ., May 16, 1971 – The second race of the 1971 season at Slaughterhouse Gulch Raceway brought in a record entry of riders for the young track, and a record number of spectators. The 182 competitors provided an outstanding show on the blustery day. Classes were split into 2 divisions in the 100cc, 125cc and 250cc Novice groups.

Many Expert riders appeared for the event with a pair of Arizona's finest TT riders, Gary Wells and Ron Shuman, putting on a good show, as well as ace motocross rider Sam Redman of Tucson, Ariz.

Redman's antics on his Maico 400 powerhouse got out of hand briefly in the first heat of the Open Amateur event when sudden bursts of power slammed him into other competitors. In one case, at the finish line, the bike got away from Sam and he gave Rex Blackwell a tremendous jolt. Blackwell was able to remount his Maico and finish the heat, although quite slowly. Redman's inexperience on smooth tracks was not as evident in the second and third heats as he displayed restrained energy, great balance and talent for throwing his Maico about like a bullfighter tossing a cape. Sam took the three heats and the trophy back to Tucson.

Blackwell rebounded in the 250 Amateur event and is now tied for the point lead with Jeff Coker of Flagstaff, who again showed why he and his Bultaco are rated high among Arizona riders in his class.

A 125 Expert, Ron Shuman, blazed to a win in that class, while Arizona No. 1 250 rider, Gary Wells, took home the 250 Expert gold.

Novice riders showing well included Tom Warne of Las Vegas, Nev., Lyle Gilson of Prescott and Steve Bailey of Phoenix. Randy Barnes, Tom West, and so many others have shown new talent in the points chase in their classes.

The next regular race will be June 20, 1971.

(Results on page 24)

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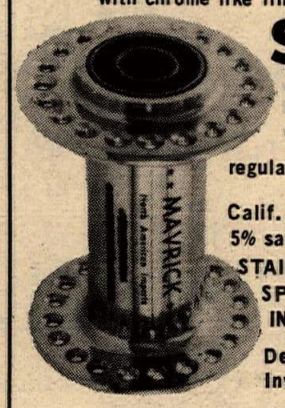

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The kit consists of a new high-compression head, cylinder, piston, radiator, hoses, everything necessary except a carb. The one he has complete is on a Tarbo that hs an impressive string of victories. The compression ratio is now upped to 14:1 and Sid feels that it is capable of 14,000 r's. It costs around $87.

There are also hop-up kits and other treats for mini-motocrossers like the Tarbo, Moreni, and Minarelli. Write him for details: Sid Chambers Enterprises, Box 20033, Long Beach, Calif. 90801.

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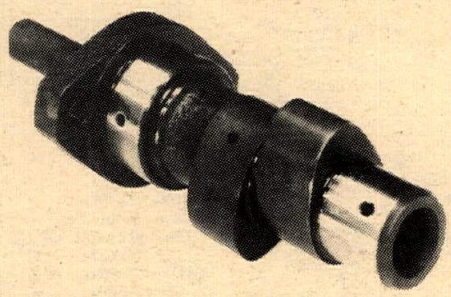

over a wide range along with elimination of valve failure. They also have some more goodies in store for Hondas, so write to MSC, 15816 Amar Rd., Industry, Calif., 91744.

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You can bet that at big four-wheeled circuses like the Indy 500, the only thing that flows more than beer is Loctite. Serious bikers also rely on it because it's bad enough to have a bolt fall off during tech inspection, not to mention while he's over the century mark. Lock n'Seal is now available in little 49-cent match-book packs, to be kept handy anywhere.

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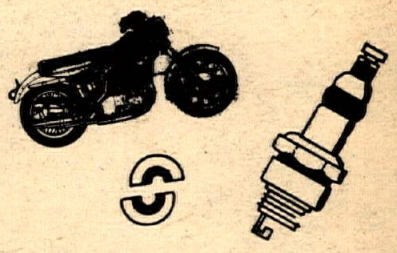

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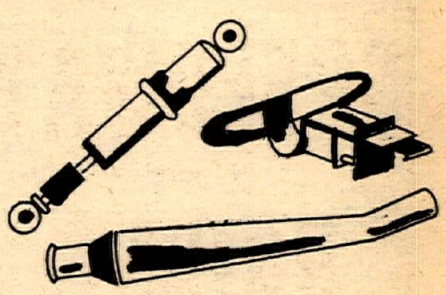

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RESULTS

ACA SHORT TRACK & TT
El Toro, Calif.
May 19, 1971
By Rich Hoffman (P)

125cc JR. II
Dennis Briggs Kaw
Robt. Crecelius Kaw
Dan Grigsby Yam
125cc SR. TT
Scott Smith Yam
Bob Sanders Kaw
Steve Hyder —
250cc JR. TT
Marty Davis Bul
Morris Malone AJS
Rick Isbell Oss
250cc SR. TT
Scott Smith Yam
Jim Peterson Oss
Charles Gann Bul
500 JR. TT
Don Frauenberger Bul
Rick Musser Mon
Steve Shipkey CZ
500cc SR. TT
Scott Smith Yam
Bob Fauenberger Bul
Chris Smith Mon
125cc JR. ST
Bobby Butt Yam
Dennis Briggs Kaw
Tom Doty Hon
125cc SR. ST
Phil McDonald Yam
Scott Smith Yam
Bob Sanders Yam
250cc JR. ST
Marty Davis Bul
Barrie Idom Bul
Jay Hunter Yam
250cc SR. ST
Charles Gann Bul
Scott Smith Yam
Phil McDonald Yam
500cc JR. ST
Jay Hunter Tri
Don Frauenberger Bul
Kirk McCosh Mon
500cc SR. ST
Scott Smith Yam
Chris Smith Mon
Bob Fauenberger Bul

MOTOCROSS
Deadman's Point
Apple Valley, Calif.
May 16, 1971
By Dave Brown

100 JR. DIV. I
W. Pollack Suz
L. Fabry Hon
D. Fletcher Yam
100 JR. DIV. II
R. Boten Yam
G. Black Hod
R. Williams Hon
100 JR. DIV. III
D. Gifford Hon
H. Bliss Ric
D. Hopkins Hod
100 JR. DIV. IV
J. Rich Suz
S. Flanders Suz
S. Young Hon
125 JR. DIV. I
B. McMartin Yam
T. Harne Mon
"Pork" Yam
125 JR' DIV. II
D. Grattan Yam
Shaver Ric
W. Shurte Mon
250 JR. DIV. I
K. Bowser CZ
G. Verhooa* Mai
M. Howell* Mai
250 JR. DIV. II
R. Berkeley Mai
R. Burns Oss
J. Morris Hus
250 JR' DIV. III
H. Fletcher Hus
J. DeWinett Oss
R. Palmer Yam
500 JR. DIV. I
M. Crawford Hus
E. Irsik Hus
D. Brooks Mai
500 JR. DIV. II
J. Winkel Hus
B. Duncan CZ
J. Billings Hus
100 INTERMEDIATE
B. Bridges Suz
125 INT.
V. Peterson DKW
J. Travis Yam
100 SR.
F. Wilsford Hod
125 SR.
L. Watkins DKW
250 INT.
D. Dickens CZ
250 SR.
R. Staten CZ
D. Baker CZ
POWDER PUFF
C. Travis Yam
K. Martin Mon
T. Hill Yam
*Tied

BIG BEAR 2-DAY TRIALS
Big Bear, Calif.
May 22-23, 1971
By Adcox

MASTER
Rich Bledsoe 12
Kevin Wlker 27
Bob Nickelsen 30
Bob Grove 33
Elliott Schultz 36
Mark Eggar 42
EXPERT
Stephen Martin 51
Dewayne Blazer 56
Dean Kippert 58
Ray Rehkop 58
Terrence Griffith 66
Joe Goodson 75
AMATEUR
Jack Armstrong 63
Mark Auman 71
Chuck Mchose 71
Crag Hunter 76
James Redenbaugh 78
Leroy Earl 81
KIDS
Randy Radar 7
Joe Martin 25
Dwaine Walters 28
Guy Van Gaasbeek 33
Kelly Miriani 34
Bruce Balden 47

TT RACES
Prescott, Ariz.
May 16, 1971
By Will Palmer

MINI-BIKE JR.
Wayne Kraus Yam
Bobby Smallwood Yam
Jimmy Morgan Yam
Jim Means Yam
Buck Burcham Yam
MINI-BIKE SR.
Bob Blose Yam
Jim Means Yam
Buddy Vaughn Yam
100cc NOV. 1
Randy Worthington Kaw
Mike Higbee Suz
Brad Mueller Suz
Ray Short Suz
Robert Blose Suz
100cc NOV. 2
Jim Means Yam
Scott Bednoiz Bul
Tom West Hod
Brad McNutt Hod
Arnold Cox Hod
100cc AM.
Gary Hickerson Hod
Steve Lacey Hod
Doug Schnieder Suz
Rob Damaron Kaw
Paul Schnieder Suz
125cc NOV. 1
Randy Barnes Suz
David Meeker Bul
Doug Hale Yam
Ronald Adams Bul
Willis Palmer Yam
125cc NOV. 2
Glen Thomason Yam
Bill Gordon Yam
Don Swisher Yam
Gregg Doggett Yam
Chuck Tampe Kaw
125cc AM.
Marlow Parkes Yam
Scott Muns Bul
Doug Schnieder Yam
Rob Dameron Yam
Woody Higgenbottom Yam
125 EX.
Ron Shuman Kaw
Cliff Allison Yam
Gary Wells Bul
Paul Rosenfeld Yam
Pete Wouters Yam
250cc NOV. 1
Steve Bailey Yam
Clive Frayling Yam
Mike Massey Yam
Ken Campbell Yam
Mike Jacobs* Yam
Bill Hughes Yam
250cc NOV. 2
D.R. Lawson Yam
Tom Warne Yam
Lyle Gilson Kaw
Brad Mueller Suz
Andy Kempfert Bul
250cc AM.
Rex Blackwell Bul
Jeff Coker Bul
Steve Simpson Bul
Scott Muns —
Marlow Parkes —
250cc EX.
Gary Wells Bul
Tom Burcham Bul
Cliff Allison Yam
OPEN NOV.
Gene Strouse Yam
Greg Phillips Yam
Gary Jackson Hon
Steve Wilks Yam
Larry Ross Hus
OPEN AM.
Sam Redman Mai
Rex Blackwell Mai
John Camp Suz
Mike Ellsworth Yam
*tie

CHERRY CREEK H&H
Jerico, Utah
May 16, 1971
By Terry Newfarmer

OPen
Tim Coates(15th) Tri
500cc
Max Switzer (1st) Hus
Dennis Packard Hus
Preston Gerber Hus
250cc
Calvin Crosby (5th)Hus
Ken Guio Hus
Rex Frehner Oss
200cc
Mike Pearson(19th) Kaw
Wayne Spencer Yam
William Terry Kaw
125cc
Ken Archibald(17th)Yam
Chuck Saling Hon
Greg Larson Yam
100cc
Lamar Walker(14th) Hod
Randy Milligan Har
Scott Haislip Yam

HILLCLIMB
Saddleback Park
Irvine, Calif.
May 23, 1971
By Larry Huffman

50-80cc CLASS
Lowell Nelson Yam
Alan Willis
90cc CLASS
Dennis Jones Suz
100cc CLASS
Bill Stone Hod
Carl C. Willis
125cc CLASS
Bud Key Pen
Dale Westenhaver Yam
Mildred Gorman Kaw
250cc CLASS
Doug Hall Bul
Larry McGee Mon
Robert Orme Bul
300cc CLASS
Gary Herman Yam
Lee Dugas Hon
George Gorman Kaw
400cc CLASS
Frank Breckenridge Hud
Nealon Mackel Hus
500-OPEN
Chuck Minert BSA
Robert Behkop Nor
OVERALL
Frank Breckenridge Hus

SCRAMBLES
Hayward, Calif.
May 15, 1971
By Bill Spencer

100 NOV.
Mike Allen Kaw
Craig Rogers Kaw
Randy Gibbs Kaw
125 NOV.
Chuck Kole Yam
Geo. Combs Yam
Jerry Benefield Yam
100-125 AM/EX.
Alex Jorgensen Hod
Owen Golway Hod
Danny Jensen Puc
175 NOV.
Kelvin Beemer Bul
Tom Tyrrell Yam
Steve Moulton Bul
200 NOV.
Pat Walker Bul
Marc Benigno Bul
Glenn Turman Bul
200 AM.
John Dawson Bul
Steve Fredrickson Bul
250 NOV. 'A'
Roy Taboade Bul
Mike Kenyon Bul
Del Smith —
250 NOV. 'B'
Neil McGregor Oss
Jeff Pacheco Oss
Steve Adams Bul
250 AM.
Don Franco Bul
Nick Nazzisi Bul
Mike Cochran Bul
250 EX. 'A'
Jim Foley Yam
Rick Hocking Bul
Craig Filmer Bul
250 EX. 'B'
John Gennai Bul
Alex Jorgensen Kaw
Pat Hennen Bul
350 NOV.
Craig Rogers Kaw
Mike Walter Hon
Roland Kutaka Hon
350 JR.
Clarence Jones Hon
Mike Menisini Hon
500 NOV.
Marvin Coples BSA
Larry Scherk Suz
Bill Hardesty Mai
500 JR.
John Taylor Bul
Dick Anderson Hon
Gary Vanderpool Yam
500 EX.
Jim Foley Yam
Rick Hocking Bul
Craig Filmer Mon
650 NOV.
Larry Trantham BSA
Conrad Servetti Tri
Don Porter BSA
650 JR.
Ron Talbot Tri
Bryon Long Tri
Roy Meade Tri
650 EX.
Rick Otto Tri
Bud Smith Tri
Phil Ray Tri

MOTOCROSS
El Paso Motocross Park
El Paso, Tex.
By Dave Askins

100 JR.
Ron Miller Hod
Dave Confer Yam
Tad Francis Hod
100 SR.
Dave Miller Hod
Robert Duffy Pen
Bo Jones H-D
125 JR.
Terry Barnhard Pen
Scott Sullivan Bu.l
Gary Burton Pen
125 SR.
Cliff Atchley Bul
Tom Wahler Yam
David Spencer Pen
250 JR.
Bart Palm Mai
Bubba Foster Mai
Bill Watson Oss
250 SR.
David Peterson Oss
Brian Treadway Mon
Dick Wingfield Mai
OPEN JR.
David Karns Suz
Jim Castron Mai
Mike Gravalos Kaw
OPEN SR.
Lanny Wilson Suz
Dick Wingfield Mai
Jon Wilson CZ

HALF-MILE
Manzanita Raceway
Phoenix, Ariz.
May 14, 1971
By Jeff Coker

100 NOV. HEAT
Richard Bonine Yam
Bob Blose Yam
Matt Foster Suz
100 AM. HEAT
Doug Schneider Yam
Paul Schneider Yam
125 NOV. HEAT
Gary Miller Yam
Glen Palmer Yam
Ed Blose Jr. Yam
125 AM. HEAT
Doug Schneider Yam
W. Higginbottom Suz
Larry Barrington Bul
125 EX. HEAT
Gary Wells Bul
Cliff Allison Yam
Dan Croyle Yam
250 NOV. HEAT
Jack Dovenspike Bul
Richard Baney Yam
Dennis Trusente Bul
250 AM. HEAT
Jeff Coker Bul
Darrell Kress Bul
Art Fredenburgh Bul
250 EX. Heat
gary Wells Bul
Brian LaPlante Kaw
Tom Halford Bul
500 NOV. HEAT
Steve Wilks Mai
Rick Schunn Tri
Brad Mueller Suz
OPEN AM. HEAT
Bob Taylor Mai
Rex Blackwell Mai
Gregg Steinke Tri
OPEN EX. HEAT
Butch Beard Kaw
Rick Kraft Tri
David Platt H-D
100 NOV. MAIN
Richard Bonine Yam
Brad Mueller Yam
Ross Rich Yam
100 AM. Main
doug Schneider Yam
Paul Schneider Yam
125 NOV. MAIN
Dave Meeker Yam
Glen Palmer Yam
Bill Gordon Yam
125 AM. MAIN
Doug Schneider Yam
Rob Dameron Suz
Marlow Parks Yam
125 EX. MAIn
Gary Wells Bul
Paul Rosenfeld Yam
Cliff Allison Yam
250 NOV. MAIN
Richard Baney Yam
Dennis Trusente Bul
Richard Bonine Yam
500 NOV. Main
Steve Wilks Mai
Randy Strong CZ
Brad Mueller Suz
250 AM. MAIN
Jeff Coker Bul
Art Fredenburgh Bul
Darrell Kress Bul
250 EX. MAIN
Gary Wells Bul
Butch Beard Bul
Brian LaPlante Kaw
OPEN AM. MAIN
Rex Blackwell Mai
Gregg Steinke Tri
Bob Taylor Mai
OPEN EX. MAIN
Butch Beard Kaw
Rick Kraft Tri
Jon Sellers Tri

SHORT TRACK
Sacramento, Calif.
May 21, 1971 (P)
By Bill Spencer

MAIN 4:04:15
Ken Roberts Yam
Jim Rice BSA
Jim Odom Bul
Pat McCaul Oss
Mike O'Brien Bul
Dave Hansen Tri
Dick Mann BSA
Del Silva Oss
Joe Henry Bul
Mike Yarn Bul
SEMI 1 2:13:05
Jim Rice BSA
Jim Odom Yam
Mike O'Brien Bul
Del Silva Oss
SEMI 2 2:13:05
Ken Roberts Yam
Pat McCaul Oss
Dave Hansen Tri
Joe Henry Bul
HEAT 1 1:40:46
Jim Odom Yam
Joe Henry Bul
Mike Yarn Bul
HEAT 2 1:39:69
Ken Roberts Yam
Mike O'Brien Bul
Dave Hansen Tri
HEAT 3 1:39:32
Jim Rice BSA
Pat McCaul Oss
Al Kenyon Bul

MOTOCROSS
Indian Dunes Park
Valencia, Calif.
May 16, 1971 (P)
By John Grout

OLD TIMERS
250+
Joe Rose CZ
Jack Blackwell Hus
Bil Todd Yam
0-200cc
Jim Choner Yam
Tom Hoyle Hod
Ed Scott Ric
POWDER PUFF
Janice Kline —
100 JR. DIV. A
Grey Blackwell Pen
Jack Toutant Hod
Rick Durand Hod
100 JR. DIV. B
Larry Hentschel Ric
Mike Delliplaine Hod
Larry Mayer Hon
125 A JR.
G. Robertson CZ
Shane McDonald Yam
Bob Hoeller Yam
125 B JR.
Tim Ford Bul
George Kerr Yam
Tom Grant Yam
250 SR
Jim Cooke CZ
Dave Rodgers Bul
John Pavich CZ
250 JR. DIV. A
Richard Davis CZ
Chris Alberts Yam
Rick Jones —
250 JR. DIV. B
John Egizi CZ
Doug Pattison Bul
Sherman Andrews Hus
OPEN SR.
Mark Blackwell Hus
Tim Hart Mai
Jim Wilson CZ
OPEN JR.
Steve Bouch CZ
Ken James Hus
Greg Robinson CZ

DUNLAP CYCLE PARK
Fresno, Cal.
May 18, 1971
By J. Ferguson

100 JR.
Dave Russell Hon
Jeff Huth Hod
125 JR.
Joel Green Bul
Mark Franklin Hon
Hal Abbate, Jr. Pen
125 INT.
Randy Autrano Ric
125 SR.
Parry Klassen Hon
250 JR.—1st DIV.
Steve Edmonston Mai
Mark Taylor Oss
Jim Franklin Oss
250 JR—2nd DIV.
Donald Sanders CZ
Mark LaRue CZ
Alan Birdwell Mai
250 INT.
John Dollaire Mai
David Kunkel Mai
Stan Fisher CZ
250 SR.
Oarry Klassen Ric
Chris Carter Mai
OPEN JR.
Darrell Tedford Hus
Larry Albert CZ
Bob Blander Mon
OPEN SR.
Johnnie Franklin Hus
Don Malley CZ
Robert Rogers CZ

MOTOCROSS
Daroga Park, Calif.
May 16, 1971
By Chuck Iler

125cc
Doyle Fleming Pen
Kelly Abbott Yam
Larry Bossen Yam
Dave Gallaher Yam
175cc
Ron Pomeroy Yam
Rick Tarver Yam
Greg Zodrow Yam
250cc
Larry Bossen Yam
Bob Derry Mai
Jerry Prey Yam
Dan Lakey Mon
David Lewis Mon
John Damm Mai
OPEN
Jon Wadkins Yam
Mike Welch Hus
Joe MacKenzie Mai
Don McIntire Suz
14 & UNDER
Mike MacKenzie Ric
Conan Workman A-E
Greg Parsley Yam
SERIES WINNERS FOR SPRING SERIES OF 5 RACES
125cc
Doyle Fleming Pen
Larry Bossen Yam
Scott Shriner Pen
175cc
Rick Tarver Yam
Butch Otis Yam
Greg Zodrow Yam
250cc
Larry Bossen Yam
Bob Derry Mai
Jerry Prey Yam
David Lewis Mon
OPEN
Mike Claphan Hus
Mike Welch Hus
Joe MacKenzie Mai
14 YR. & UNDER (125cc limit)
Mike MacKenzie
Conan Workman

MOTOCROSS
Forest Glades
Corpus Christi, Texas
May 23, 1971

MINI BIKE
James Fowler Coy
Bruce Witt Mav
MINI ENDURO
Steve Storbeck Yam
Wade Woodall Yam
100
George Larzelere Bul
Eddie Witt Yam
Rick Davis Hod
125 JR.
Mike Ward Yam
Mike Storbeck Pen
Wayne Quant Pen
125 SR.
David Fowler Bul
Jack Craig Bul
Jake Warren Hod
250 JR.
Bobby Abbott Mai
Brad Adair CZ
Gene Brown Hus
250 SR.
David Fowler Bul
Eugene Cameron Yam
Greg Laves Bul
OPEN JR.
Harold Wright Hon
Gordon Reed Hon
Cliff Horne Bul
OPEN SR.
David Fowler Bul
Mike Rau Bul

TT SCRAMBLES
Perris, Calif.
May 22, 1971
By Elaine Jones

100 NOVICE
John Shipley Kaw
John Karns H-D
Randy Monroe Kaw
100 NOVICE
Steve Robb Hon
Donald Ray Kaw
Rex Hailey Bul
100-125 AM/EX.
Doug Mason Bul
Vincent Graves Suz
Mike Du Bont Kaw
125 NOVICE
Jimmy Johnson Yam
Tim Holm Yam
Chuck Baker Yam
125 NOVICE
Mark Reichert Yam
Rex Hailey Bul
Norman Blake Yam
175-200
Jamey Blunt Oss
Danny Horton Bul
Neil Winston Bul
250 NOVICE
Rick Hutchins Bul
Tom Avoian Oss
Everett Harvey Bul
250 NOVICE
Nate Ezell Mon
Larry Whitaker Yam
Ron Bair Tri
250 AM/EX.
Doug Mason Bul
Skip Gallagher Bul
Jamey Blunt Oss
NOVICE MOTO
Walt Foster Mai
Jack McCafferty Suz
Rick Bair Yam
AM/EX. MOTO
Jeff Sexton Hus
Bob Greenstreet Tri
Skip Gallagher Mai

AFM ROAD RACE
Vacaville, Calif.
May 23, 1971
By Sam Manglin
Official

50cc GP
John Scarfire Hon
Tom Cleghorn Hon
Karl Cleeton Ita
100cc GP
Mark Warford Kaw
Mike Lewis Hon
Joe Harralson Hos
200cc GP
George Miller Bri
Norm Schmidt Hon
Duane Myers Hon
125cc GP
Dave Scott Dun
Jerry Gordon CRDC
Tom Cleghorn Yam
250cc GP
Jerry Greene Yam
Mike Summers Yam
John Green Yam
350cc GP
Dick Hammer Yam
Mike Summers Yos
Jim Chen Hon
500 GP
Ron Grant Suz
Art Baumann Suz
Jim Cordero Hon
OPEN GP
Bill Donalley Dun
Rod Schoenlank Hon
Paul Olaf Kaw

ALL JR. MOTOCROSS
Bay Mare, Somis, Cal.
May 29-30, 1971 (P)
By Mike Brown

100 NEVER RACED
Jan Newman Bul
100 5 OR LESS
Kim Richert Yam
Tim Curtis Hod
John Holmes —
100 JUNIOR
Mike Porter Hod
Larry Hentschel Ric
125 NEVER RACED
Tim Gilligan DKW
Larry Partch Suz
125 5 OR LESS
Randy Whiteaker Yam
James Brackett DKW
Dick Southwick Yam
125 JUNIOR
Tom Nelson DKW
Larry Robertson DKW
Brad Blair Bul
250 NEVER RACED
Paul Melograno Mon
Larry Murray CZ
Dieter Altmann CZ
250 5 OR LESS
Joseph Johnston Yam
Chuck Ferguson Suz
Dana Barnard Mon
250 JUNIOR
Scott Hartley CZ
Bob Fortier Mai
Sherman Andrews Hus
500 5 OR LESS
Frank Kelly Mai
Bob Boyd Hus
Jim Meyer Hus
500 JUNIORS
Steve Elsbree Bul
Steve Rawson Suz
Ken James Hus

MOTOCROSS
Oak Creek Ranch
Mojave, Calif.
May 23, 1971

125 JR.
T. Garrett Yam
Von Peterson DKW
G. Herrera Yam
125 SR.
A. Garrett Yam
D. Reynolds Bul
100 JR.
S. McDonald Kaw
H. Bliss Ric
D. Bridges Hon
250 SR.
D. Lopers CZ
G. Egloff Hus
OPEN SR.
Russ Darnell Suz
POWER PUFF
Cheryl Acres DKW
OPEN JR.
M. McDonald Kaw
G. Winkel Hus
G. Egloff Hus
250 JR.
J. Burnett Bul
P. Taylor Mai
B. Burton Hus

SIDECAR
Hummer/Gilbransen H-D
Auer&Garnett Kaw
Kautzky/Chermak Suz
250cc PRD.
Bill Cleghorn Bul
John McNeil Kaw
Guy Racuya Bul
350cc PROD.
Jim Chen Hon
Vince Simeon Hon
Dan Spisak Kaw
500cc PROD.
Dick Kilgroe Kaw
Nick Theroux Suz
Duane Myers Kaw
OPEN PROD.
Rod Schoenlank Hon
Bill Donnelly Hon
Ned Marandino Nor
51-200cc COM. GP
Dave Scott Dun
Jerry Gordon CRDC
Tom Cleghorn Yam
500-OPEN GP COM.
Ron Grant Suz
Art Baumann Suz
Bill Donelly Dun
LTWT. PROD.
Bill Cleghorn Bul
John McNeil Kaw
Guy Racvya Bul
HVYWT. PROD.
Rod Schoenlank Hon
Dick Kilgroe Kaw
Bill Donnelly Hon

SCRAMBLES
Hanford, Cal.
May 21, 1971
By Sportphoto

50cc NOV/JR.
Brian Hurst Suz
Stephen Williamson Suz
Tony Beckett Suz
100cc NOV.
Frank Martin Suz
Rod Salmon Hod
Dennis Irby Kaw
125cc NOV. DIV. 1
Red Spurlock Yam
Ken Land Yam
Mel Walker Yam
125cc NOV. DIV. 2
Jerry Johnson Kaw
Roger Mathews Kaw
Brian Scott Yam
125cc JR.
John Hargrove Yam
Greg Henson Kaw
Bill Johnson Suz
100/125cc EXPERT
Jack Jones Suz
Kyle Lessley Yam
Don Andreatta Hod
200cc NOVICE
Mark Welter Bul
David Pittman Bul
Steve Gray Kaw
200cc JUNIOR
Greg Henson Kaw
Art Carter Bul
Bobby Williamson Bul
250cc NOV. DIV. 1
Stan Fisher CZ
Mark Ives Bul
Steven Correia Bul
250cc NOV. DIV. 2
Ron Neill Mon
Bill Royer CZ
Don Jones CZ
250cc NOV. DIV. 3
J. Christopherson Suz
Dennis Law CZ
Ray Rhodes Suz
250cc JUNIOR
Robert Rogers Kaw
Dave Hodges Oss
Lyle Moore Bul
250cc EXPERT
Jim Keener Bul
Mike Keener Bul
Ron Tobey Mon
500cc NOVICE
Steve Gray Mon
Bill Payne Mai
Patrick Quinlan Bul
500cc EXPERT
Tim Thomas Mon
Harvey Baker Mai
Leonard Reed Yam
OPEN NOV/JR.
Bob Young BSA
Bud Wall Tri
Ray Comer Tri
OPEN EXPERT
Carroll Jackson Tri
Jim McCracken Ric
Jim Lynch Tri

HALF-MILE
Ascot Park
Gardena, Calif.
May 28, 1971

NOVICE MAIN
Scott Brelsford Bul
Steve Nichols Yam
Tom Horton H-D
JR/EX. MAIN
John Hateley Tri
Dave Smith Tri
Ron Moore Tri
Dewayne Keeter H-D
Shorty Seaborne —
Chuck Hart BSA
TROPHY DASH
John Hateley Tri
Loyal Penn Tri
Ron Moore Tri
Dave Smith Tri
NOVICE SEMI
Ed Mitchell Yam
Gary Anderson Bul
JR/EX. SEMI
Don Dudeck Tri
Dewayne Keeter H-D
NOV. HEAT 1
Soctt Brelsford Bul
NOV. HEAT 2
Steve Nichols Yam
NOV. HEAT 3
Tom Horton H-D
JR/EX. HEAT 1
Loyal Penn Tri
JR/EX. HEAT 2
Dave Smith Tri
JR/EX. HEAT 3
John Hateley Tri
JR/EX. HEAT 4
Ron Moore Tri
SIDEHACK
19
9
33

CYCLE BAZAAR
Motorcycles, Parts, Wheels, Tires, Accessories, etc.
Ventura County FAIRGROUNDS
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Information (213) 830-4040 or 830-4041

TT SCRAMBLES
Perris, Calif.
May 15, 1971
By Elaine Jones

MINI-BIKE I
Jim Beck SST
Mike Lynch B&S
mIke White B&S
MINI-BIKE II
David Jones Hon
Dorothy Frost Mav
Toby Julien —
MINI-CYCLE I
Ricky Hart Yam
Mike Bruno Yam
Tim McWhorter Yam
MINI-CYCLE II
Jim Tarantino Yam
Eric Jones Yam
Wayne Long Yam
100cc NOV. I
Steve Pergin Hod
John Shipley Kaw
Mike Jone Kaw
100cc NOV. II
Donald Ray Kaw
Rex Hailey Bul
Roy Hillard Kaw
100cc A/E
Jamey Blunt Kaw
Mike DuBont Kaw
Doug Mason Kaw
125cc NOV.
Mark Reichart Yam
Dan McWhorter Yam
Rex Hailey Bul
175-200cc
Jamey Blunt Oss
Neil Winston Bul
Gorden Bettercourt Bul
250cc NOV. I
Bill Lail Yam
Rick Hutchins Bul
Jerry Renner Yam
250cc NOV. II
Tom Avoian Oss
Brad Duggan Bul
Thomas Howe H-D
250cc A/E
Dennis Creason Bul
Doug Mason Bul
Jamey Blunt Oss
NOV. MOTO I
Ken Miller H-D
Gary Shafer Yam
Jack McCafferty Suz
NOV. MOTO II
Rick Bair Yam
Walt Foster Mai
Craig Johnson H-D
A/E MOTO
George Gillespie Yam
Freddie Corley BSA
Bob Greenstreet Tri

TT SCRAMBLES
Vallejo Speedway
Vallejo, Calif.
May 14, 1971
By James Brammer

100cc NOV. FINAL
Rick Huggard Kaw
Gregg Leopold Yam
Dan Simas Hod
125cc NOV. FINAL
Danny Jensen Yam
Kevin Alsterlird Yam
William Riggs Bul
175cc NOV. FINAL
Eddie Jacques Hon
Mark Donaway Yam
Thomas Tyrrell Yam
200cc NOV. FINAL
Glenn Turman Bul
Robert Vaughan Bul
David Haughs Bul
250cc NOV. A
John McImoyle Bul
James Joy Mon
Tom Walker —
250cc NOV. B
George Salomon Mon
Roy Taloada Bul
Del Smith Ric
350cc NOV. FINAL
MIke Marzetta Hon
Ross Ross Hon
500cc NOV. FINAL
Kent Johnson AJS
Tim Burke Bul
Ernest Vick Mai
650cc NOV. FINAL
Phil Anderson BSA
Arv Caples BSA
Cliff Sevetti Nor
125cc JR. FINAL
Danny Jensen Yam
Ken Carli —
Steve Langston —
200cc JR. FINAL
Jerry Bland Bul
Warren Smith Bul
Dale Stetler Bul
350cc JR. FINAL
Roy Carter Kaw
James Hartbauer Kaw
500cc JR. FINAL
Richard Anderson Tri
John Taylor Bul
Harry Clingan Bul
650cc JR. FINAL
Ron Tabot BSA
Dave Fredoamo BSA
125cc EX. FINAL
Rick Hocking Bul
Larry Drew Bul
250cc EX. FINAL
John Gennai Bul
Larry Drew Bul
Jim Foley Yam
500cc EX. FINAL
Jim Foley Yam
John Hall Bul
John Redmond Bul
650cc EX. FINAL
Mike Sarandria —

POINT STANDINGS
SHORT TRACK
Sacramento, Calif.

1. Mike O'Brien	24
2. Ken Roberts	20
3. Joe Henry	18
Jim Rice	18
5. Bob Scally	17
6. Jim Odom	16
7. Terry Sage	11
Dick Mann	11
Mike Yarn	11
10. Russ Powell	10
Nick Theroux	10

MRA MOTOCROSS
Cycle Hills, Cal.
May 16, 1971
By Walt Iberti

100 NOVICE
Rick Walker Hod
Fred Guzzi Hod
Jeff Fugate Yam
125 NOV. DIV. I
Henry Halbach DKW
Scott Borba Yam
John McRae Pen
125 NOV. DIV. II
Richard Powell Yam
Martin Towne Puc
Bill Godin DKW
125 SENIORS
Randy Lackey Puc
Ron Huffman Ric
Bill Grossi DKW
250 NOV. DIV. I
Pat Legge Hus
Georffery Fox Mai
Don Sanders CZ
Harlow Daugherty AJS
Ed Williams CZ
250 NOV. DIV. II
Rex Brown CZ
Mori Norman CZ
Bill Scarlett CZ
Paul Norman AJS
Gary Cole Hus
250 SENIORS
Bob Grossi Hus
Russ Powell Bul
Jim Miller Bul
OPEN NOV. DIV. I
Robert Williams Hus
Henry Sutterfield Hus
Larry Davis Mon
OPEN NOV. DIV. II
Greg Pierson Hus
Ed Smith Mai
Randy Morgan Hus
OPEN SENIORS
Bob Grossi Hus
Russ Powell Bul
Don Malley CZ

CMA MOTOCROSS
Salt Lake City, Utah
May 9, 1971
By Larry Knop

100 NOVICE
Tom Watson Hon
Mark Williamson Kaw
Roger Golding Hod
125 NOVICE
Mike Fannin DKW
Buck Weaver Suz
Sterling Herstad Mon
200 NOVICE
Roger Blake Suz
Lynn Rupper Kaw
Dennis Peck Suz
250 NOVICE
Steve Hensley Yam
Philip McDonald Hus
Mark Williamson Kaw
OPEN NOVICE
Clarence Pollard Hus
Mike Freed Hus
Art Matthews Hus
100 EXPERT
Jerry Davis Yam
Gene Christensen Yam
Richard Shira Pen
125 EXPERT
Peter Crandall Pen
Phil Bernard Dal
Mike Binkerd Pen
200 EXPERT
Bryan Shafer Yam
Kevin Croft Yam
Ken Lobach Yam
250 EXPERT
Woody Lawhon Oss
Gary Mikkelson CZ
Kerry Fowler Met
OPEN EXPERT
Dennis Packard Hus
Frank Myers Suz

TT & FLAT TRACK
Trojan Speedway
South Gate, Calif.
May 20, 1971
By Eddie Smith
Official

100 TT
Bob Sanders Kaw
Tom Doty Hon
Allen Swett Kaw
Roy Widener Kaw
Marvon Heemsberger Kaw
125 TT
Kirk Redding Kaw
Bob Sanders Kaw
Tom Doty Hon
Bob Young Yam
Don Wright Hon
Tony Sruto Kaw
250 TT
Dale Hopkins Bul
Dave Arranbide Oss
Rick Goade Bul
Mike Lund —
Nick Voge Bul
Craig Steigler Bul
100 FLAT TRACK
Kirk Redding Kaw
Bob Sanders Kaw
Tom Doty Hon
Marvon Heemsberger Kaw
Gary Johnson Kaw
Roy Widener Kaw
125 FLAT TRACK
Bob Sanders Yam
Tom Doty Hon
Bruce Norstrom Yam
Bob Young Yam
Jhon Heemsberger Kaw
Wayne McEntire Suz
250 FLAT TRACK
D. C. Ralph
Craig Steigler
Dave Arrambide
Dale Hopkins
Rick Goade
Mike Lund

LIGHTWEIGHT CLUB

Prospectors	275
S.B.V.M.C.	218
Sinners	70
Powder-Puff	56
Dirt Diggers	51
Jackrabbits	47
Gripsters	40
Hilltoppers	21
Simi Valley	6
Rams	4

MOTOCROSS
Puyallup, Wash.
May 16, 1971
By John Francis

125 EXPERT
Dave Clift Suz
Rick McCaffery DKW
Ken Buriley —
125 SPORTSMAN
W. Schuler Suz
Mike Guthrie DKW
Led Szmek —
250 EXPERT
Jim Pomeroy Bul
Dan Zlock Oss
Bill Cooper CZ
250 SPORTSMAN
Jack Garthley Yam
Robert McGirk Hus
Richard Hampton —
OPEN EXPERT
Bob Leach Hus
Rick Poulin Mai
Mike Claphan Hus
OPEN SPORTSMAN
Tom Hartman Hus
W. Schuler Suz
Ken Villines —

SPEEDWAY
Bakersfield, Cal.
May 19, 1971
By Sportphoto

HANDICAP MAIN
Greg Haserot
Mike Bast
Ed Williams
Rick Blake
Sonny Nutter
Dave Gifford
SCRATCH MAIN
Dave Gifford
Bill Cody
Rick Woods
Rick Blake
2nd DIV. MAIN
Kurt Lewis
Steve Stricklin
Nick Nicholaides
Mike Curuso
Ed Schwitzer
William Arnold
HANDICAP CON.
Larry Shaw
Chuck Hatcher
Bill Cody
Les Chankey
Rick Woods
Mike Konle
SCRATCH CON.
Larry Shaw
Mike Konle
Don Cullum
Sonny Nutter
MINI-BIKE MAIN
Mike Leming
Darren Goesling
FEATURE MATCH RACE
Dave Gifford

HALF MILE
Manor Downs
Austin, Tex.
May 23, 1971
By John Blanton

100cc
1st HEAT
Jim Baxter Kaw
Jean Well Hod
Larry Abel Hon
2nd HEAT
David Craig Bul
Joey Ferrell Kaw
Troy Richie Hod
MAIN
Ted Williams Kaw
David Craig Bul
Joey Ferrell Kaw
125cc HEAT
Gary Parker Suz
Joseph Buennche Suz
Charles Boyd Yam
MAIN
David Craig Yam
Gary Parker Suz
Joseph Buennche Suz
200cc HEAT
Williard Kelley Hon
Gary Parker Suz
John Holstrom Oss

TT & FLAT TRACK
Trojan Speedway
South Gate, Calif.
May 27, 1971

100 TT
Bob Sanders Kaw
John Carboney Kaw
Roy Widener Kaw
Don Wright Hon
M. Heemsbergen Kaw
125 TT
Bob Sanders Kaw
Don Wright Hon
Bruce Nordstrom Yam
John Karns H-D
Tom Doty Hon
250 TT
Dale Hopkins Bul
Mike Clarke Bul
David Krause Yam
Dave Arrambide Oss
Nick Vogw Bul
100 F.T.
Bob Sanders Kaw
Roy Widener Kaw
John Carboney Kaw
Tom Doty Hon
Ricky Milner Kaw
125 F.T.
Bruce Nordstrom Yam
Wayne MacEntyre Suz
250 F.T.
Dale Hopkins Bul
Dave Arrambide Oss
Mike Clarke Bul
John Caldwell Yam
Bob Sanders Kaw
100 TT T.D.
Bob Sanders Kaw
125 TT T.D.
Bob Sanders Kaw
250 F.T. T.D.
Dale Hopkins —

HALF-MILE
Roosevelt Raceway
New York, N.Y.
May 28, 1971

20-LAP EX. MAIN
Dave Sehl H-D
Larry Darr H-D
Rex Beauchamp H-D
Gene Romero Tri
Larry Palmgren Tri
Cal Rayborn H-D
Royal Sherbet BSA
Jack Warren Nor
Jimmy Odom Yam
Gary Fisher Tri
Keith Mashburn Yam
Jody Nicholas Nor
14-LAP JR. MAIN
Jim Weinert Tri
Herb Potts Tri
Dave Knowles BSA
Mike Checkley BSA
John Texter H-D
Bob Moss BSA
10-LAP NOV. MAIN
Steve Hannagan Bul
Don Hedgebeth Yam
Tom Blanchet Bul
MAIN
Willard Kelley Hon
John Holstrom Oss
Kenneth Smith Hon
1st HEAT
Steve England Bul
Danny Forke Kaw
Rick Davis Yam
2nd HEAT
Rogert Sterling Bul
Don Frey Bul
Richard Merlo Bul
3rd HEAT
Joe McNamara Bul
Jon Antoni Bul
MAIN
Ronger Sterling Bul
Steve England Bul
Richard Merlo Bul
OPEN 1st HEAT
Rogert Sterling H-D
Don Frey Mai
Alfred Teltschick BSA
2nd HEAT
Willard Kelley Hon
Ted Williams Tri
Gary Parker Suz
MAIN
Willard Kelley Hon
Roger Sterling H-D
Ted Williams Tri

TT SCRAMBLES
Canyon Motorcycle Club
Vallejo Speedway
Vallejo, Calif.
May 21, 1971
By James Brammer

100cc NOV. FINAL
Billy Wilson Kaw
Dan Simas Hod
Mike Kane Hod
125cc NOV. FINAL
Mark Asbill Yam
George Combs Yam
Del Smith Car
175cc NOV. FINAL
Kelvin Deemer Bul
Tom Tyrrell Yam
Mark Dunaway Yam
200cc NOV. FINAL
Mark Asbill Bul
Robert Vaughn Bul
Terry Ottom Bul
250cc NOV. FINAL, A
381C Bul
Jim Peter Bul
Geo. Keeran, Jr. Bul
250cc NOV. FINAL, B
Doug Wright Bul
John McImoyle Bul
Toy Taboada Bul
350cc NOVICE FINAL
Don Rasmussen Hon
Clark Walter Hon
500cc NOV. FINAL
Dean Sullivan Suz
John Furtado —
Tim Burke Tri
650cc NOV. FINAL
Lee Gellaspe BSA
Tim Elder BSA
Mike Forige Tri
125cc JR/EX. FINAL
Larry Drew Bul
20K —
Rodney Halstead Hod
200cc JR. FINAL
S. Fredrickson Bul
Jerry Bohon Bul
Danna Perri Bul
250cc JR. FINAL
Bob Hunt Bul
Rodney Clark Bul
Rich Dashiell Bul
500cc JR. FINAL
Jerry Bland Bul
James Hartbauer Bul
Harry Clingan Bul
650cc JR. FINAL
Dave Russell Tri
Dave Frediani Tri
200cc EX. FINAL
Roger Brunel Bul
Dennis Robinson Bul
Bill Trumbull Yam
500cc EX. FINAL
Rick Hocking Bul
Max Hall H-D
650cc EX. FINAL
Ken Helling Tri
Tim Brooks Tri

AMATEUR SCRAMBLES
Salinas, Calif.
May 16, 1971

650-500-350 EX. COM.
Rick Otto Tri
John Gennai Bul
J.F. McCullough Tri
650-500-350 JR. COM.
Roy Meade Tri
Tony Gonzales Tri
Roger Steyding Hon
650-500 NOV. COM.
Conrad Saxelly Tri
Billy Jo Williams Suz
Steve Williams Mon
350cc NOV.
H.B. Cisneros Hon
Russell Sosa Hon
Tom Schielke Hon
250 JR/EX.
John Gennai Bul
John Hlebo Yam
200-250 JR.
Wayne Furrell Bul
Benny King Yam
John Dawon Bul
250cc NOV.
Ronnie Hannah* Bul
Chris Ghione* Yam
Jeffery Hlebo* Yam
200cc NOV.
Scotty Urabe* Suz
Randy Evans* Yam
Steve Moulton Bul
100-125cc JR.
Bill Underwood Hod
Danny Jensen Puc
Steve Langston Suz
100cc NOVICE
Ron Alsop Hod
James Furgson Hod
Billy Graham Suz
*tied for 1st

CMC MOTOCROSS
Zion National Park, Utah
May 30, 1971 (P)
By David Swift

100 JR.
D. Brown Hod
M. Slaton Bul
J. Escamilla Suz
125 EX.
J. Beauchamp DKW
M. Hoffman DKW
E. Crippa DKW
125 INT.
J. Hoover DKW
D. Brown Hod
G. Robertson CZ
125 JR.
D. Davis DKW
G. Pike Bul
D. D'Amico Yam
250 EX.
B. Clements Hus
B. Holcomb* Mai
R. Staten* CZ
250 INT.
J. Hoover CZ
J. Bartley CZ
J. Fackler Hus
250 JR. DIV. I
M. Hernandez Hus
P. McDonald Hus
G. Thornton —
250 JR. DIV. II
B. Yacenda AJS
W. Scarlett CZ
G. Briles CZ
500 EX.
B. Clements Hus
B. Holcomb Mai
B. Hershey CZ
500 INT.
B. Archer Mai
B. Lendl Mai
St. Sugg Hus
500 JR.
M. Renno Hus
M. Freed Hus
S. Taylor CZ

ACA TT & ST
El Toro, Calif.
May 26, 1971
By Rich Hoffman

125cc JR. TT
Don Grigsby Yam
Tom Doty Hon
Robt. Crecelius Kaw
125cc SR. TT
Bob Sanders Kaw
Scott Smith Yam
Phil McDonald Yam
250cc JR. TT
Barrie Idom Bul
Morris Malone AJS
Jim Hendry Oss
250cc SR. TT
Scott Smith Yam
Charles Gann Bul
Mike Myers Yam
500 OPEN JR. TT
Bruce Fickling CZ
Don Frauenberge Bul
Joe Jones BSA
500-OPEN SR. TT
Scott Smith Yam
Chris Smith Mon
Chuck Claydon Bul
125cc JR. ST
Gary Johnson Yam
Bobby Butty Yam
Pat McDonald Yam
125cc SR. ST
Bob Sanders Yam
Scott Smith Yam
Phil McDonald Yam
250cc JR. ST
Brad Stankey Oss
Tony Dell Oss
Barrie Idom Bul
250cc SR. ST
Scott Smith Yam
Charles Gann Bul
Mike Myers Yam
500cc JR. ST
Jay Hunter —
Steve Herd AJS
Don Frauenberger Bul
500cc SR. ST
Steve Nichols Yam
Chris Smith Mon
John Isaacs Yam

TROPHY Pick Up

Eash listing $1.00 per week.
Send to Cycle News, Box 498,
Long Beach, Calif. 90801.

BUSHMASTER TROPHIES
If you have a trophy (pre May 16, 1971) it must be picked up before July 26, 1971 or you forfeit it! Please pick them up! Write: Duane Brooks, 428 N. 8th St. Banning, Calif. 92220.

JUNE 6th, 1971
TROPHIES for the Sandblasters Hare and Hound (March 7th) race will be given out at the Desert Knights' Hare Scrambles on June 6th, 1971.

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Van Nuys, Cal. 91406
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Cycle News
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& AUCTION - dealer liquidation -
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Use Gate 1 for entry to Fairgrounds
National Orange Show Fairgrounds
Commerical Exhibit Hall
$5 SELLERS $5
SET UP STARTS NOON
$1 SHOPPERS $1
KIDS 6 AND UNDER FREE
for reservations call or write:
4213 Riverdale, Anaheim
Calif., 92806 (714) 637-1835
DOORS OPEN
5 P.M. – MIDNIGHT

(Continued from page 2)

PRO ½-Mile, Agajanian Enterprises, Inc. Corona (Ca.) Raceway. 8 pm, $1200 purse. Free parking. 714/735-1705.

MX SCHOOL, John DeSoto. Forest Glade Cycle Sports Park, Corpus Christi, Tex.

SAT. & SUN., JUNE 12 & 13

TRIALS, PNTA. Grangeville, Ida. School Sat., trials Sun. Box 131, Weston, Ore. 97886.

MX, Dirt Diggers. Rough Rider Cycle Park, Simi, Ca. Sat. Nov.; Sun. Am/Ex. Mail $3, Post $5. Novices mail to Nate Sciacqua, 7257 Brynhurst Ave., L. A., Ca. 90043. Am/Ex. mail to Jim Connolly, 206 Via Pasqual, Redondo Beach, Ca. 90277.

GRAND PRIX, Bay Mare Racing Asso. Jrs.; $5 mail, $7 post. Srs.; $8 mail, $10 post. $1000 purse. Box 371, Somis, Ca. 93066. 805/529-1872.

SUNDAY, JUNE 13

CMC MX, Carlsbad, Ca. $5 mail (6/8), $10 post. 10 am. Box 1042, Costa Mesa, Ca. 92626.

ST, El Dorado Co. Frgnds, Placerville, Ca. Entry $4, gate $2. "C" Trac.

BENEFIT MX, Napa Slo-Pokes. Limed from Hwy 29 and Redwood Rd. Sign 8, race 11. 707/226-1907. 4791 Dry Creek Rd, Napa, Ca.

POKER RUN, Gustine. Sign at 9, Henry Miller Park, Gustine, Ca. Limed from Hwy 33. $2, 75 mi. Finish at Burger Hut.

BACK-TO-BACK EUROPEAN SCRAMBLES, Lost Angels & Viewfinders. Limed from Hi-Vista Store. 8 am. D-37 pts. 213/787-2692.

AFM ROAD RACE, Norton GP. OCIR, noon. $8 post, $3 gate. Free program/parking. 213/278-7236.

MINI-ST, MBWWRA. San Jose Frgnds. Use rear entrance. $2.50 race, $1 watch. Noon. Box AE, Campbell, Ca.

MX, HRA. 395 Cycle Park, Adelanto, Ca. Niguel Series. $5.50 post, HRA card req'd. Sign 8:30, race 10. General Delivery, Adelanto, Ca. 714/246-6109, 831-2117.

MX, Oak Creek Ranch. $1000 purse. $3 entry, adm. $2. 11 am. 10 mi. W. of Mojave, Ca. 213/376-4573.

BENEFIT MX, Sage Hoppers. AMA. Limed from I-5 and Miramar Rd. & 395. $1 gate, $3 entry. 714/279-2488.

MX, Forest Glade Cycle Sports Park, Corpus Christi, Tex. $1000 purse. $5 mail, $6 post. Box 1457, Corpus Christi, Tex., 78403. 512/854-7975.

TRIALS, Plonkers, Saddleback Park. ATA sanct. Sign 9, start 10. All classes. Mufflers. 714/834-1011.

TUESDAY, JUNE 15

SWAP MEET, Ventura Co. Frgnds. Frwy to Calif. Ave. & follow signs. Adm $1. Info: (213) 830-4040, 830-4041.

SPEEDWAY, SRA. Ventura Co. Frgnds. 8 pm. Golden State Speedway, Inc. 213/425-8575.

WEDNESDAY, JUNE 16

SPEEDWAY, SRA, Kern Co. Fairgrounds, Bakersfield, Ca. 8:30 p.m. Free parking/program. 213/793-1558.

ACA TT/ST, El Toro (Ca.) Speedway, I-5 & El Toro Rd. $5 mail (5/17), $10 post. 7:30 p.m. 714/774-3222.

THURSDAY, JUNE 17

CMC MX, Ascot Park, Gardena, Calif. $5 post. Night. 213/323-9710.

TT/FT, Trojan Speedway, South Gate, Calif. Nite. Info: 213/862-0229.

FRIDAY, JUNE 18

½-MILE, Ascot Park, Gardena, Calif. Nite. Info: 213/323-9710.

SPEEDWAY, Orange Co. Fairgnds, Costa Mesa, Ca. 8:15 p.m. $2.50 adults, $1.50 (12-16), 50 cents (7-11). 213/793-3927.

SPORT SCRAMBLES, American Canyon, Vallejo (Ca.) Speedway. 8 p.m. $2 ride/watch. Class "C". 707/644-0741.

PRO TT, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 8 p.m. 503/659-1022.

SWAPPER'S SPACES UP FOR GRABS AT NEXT SWAP-O-RAMA

Reservations are still being taken for both private party and dealer swapper spaces at the June 3 Cycle News Cycle Swap-O-Rama at the National Orange Show grounds in San Bernardino, Calif. The 100 square foot booths are priced at $5 for private parties, $10 for dealers.

The Cycle Swap-O-Rama, largest motorcycle parts and accessory swap meet in the world, is expected to draw up to 8000 buyers and sellers. The first two meets, held at the Orange County Fairgrounds, drew a combined total attendance of approximately 14,000. The admission price remains the same: $1 with children under 6 admitted free. Parking is also free. For information on the next Cycle News Cycle Swap-O-Rama, call 714/637-1835 or write Cycle Swap, Inc., 4213 Riverdale, Anaheim 92806.

One booth is of particular interest to cyclists. It is one in which all proceeds from sales of merchandise will go toward a fund started to pay the more than $8000 bills of fatally injured rider Pat Gosch. Items have already been donated for sale at the booth and more items can be donated. Bring them to Bay M/C Rental and Sales, 18361 Beach Blvd., Huntington Beach, Calif., or to the booth on the night of the Swap.

Additional monetary donations may be sent to PAT GOSCH FUND, P.O. Box 498, Dept. PG, Long Beach, Calif. 90801.

Hopkins Tops Trojan Card

By Art Loya

SOUTH GATE, CAL., May 27, 1971 — A small but highly enthusiastic crowd of Trojan Renegades Club motorcycle racing fans who chanced threatening thunder clouds and possible rain showers, were treated to some of the best short track bike action seen this season at Trojan Speedway as Dale Hopkins of El Monte, Calif., outclassed his field in winning both the 250 class F.T. and TT Main Events tonight.

Tight, competitive racing seemed to be the key for the surprising night of events that held the fans in their seats right down to the final checkered flag when Hopkins and his Steve's Bultaco, chased Ossa mounted Dave Arrambide in the flat track main to finally inch ahead in the final 100 feet and win by a wheel. As if this was not enough, John Caldwell (Yam), who had been penalized to the back of the pack by starter Bob Schoeman for jumping the flag at the start, needled his way through the 10-rider field in one of the evening's top performances to finish fourth behind Mike Clarke (Bul).

Hopkins, defending 125 TT and F.T. champion, appears as a solid bet to win this year's title in the 250 class after making a clean sweep by winning both TT and F.T. heats, and the F.T. trophy dash.

No question about it, but the South Gate oval is perhaps one of the best training tracks for Juniors and Novices anywhere in the state of California. Already, Trojan has produced many of today's top riders, and here tonight, Don Wright sponsored by Maywood Honda, appears as another bright prospect by virtue of his fine top efforts. Anytime you pressure Bob Sanders (Kaw) battling for the lead, you have to be at your best. But the Lynwood, Calif., youngster looked as cool as he chased Sanders in the 125 TT Main to finish second behind the flash.

Track president, Rene Armenta, announced that effective immediately, a $300 purse would be guaranteed to all Seniors making the weekly Thursday night events. Trophies will continue to be presented to all Juniors and Novices.

Despite the numerous spills throughout the 20-event program, none of the riders involved received any injuries on the fast fifth-mile clay oval.

(Results on page 24)

DIRT DIGGERS

DIRT DIGGERS MOTORCYCLE CLUB

MOTO CROSS

JUNE 12 — ALL NOVICE DAY

JUNE 13 — AMATEUR & EXPERTS PLUS POWDER PUFF & SIDEHACKS

AT THE GRAND OPENING OF THE "ROUGHRIDER" MOTORCYCLE PARK IN SIMI VALLEY — 6 MILES PAST HOPETOWN

NEW 1¼ MILE COURSE — 300 ACRES OF ROLLING HILLS & OAK TREES

PROFESSIONAL TYPE — TWO 25 MINUTE MOTOS MINIMUM — IF TIME PERMITS LONGER MOTOS WILL BE RUN. CLASSES WILL BE SPLIT INTO DIVISIONS IF REQ'D.
AMA SANCTIONED DIST. 37 POINT EVENT.
INTERNATIONAL RACING RADIO CREW RAFFEL ON SUN. - 1ST PRIZE - NEW MOTORCYCLE

SAT. JUNE 12
NOVICES ONLY
ALL CLASSES. PRACTICE STARTS AT 8:00 AM. SIGN UP CLOSES 8:30 AM.
1ST EVENT AT 9:00 A.M.
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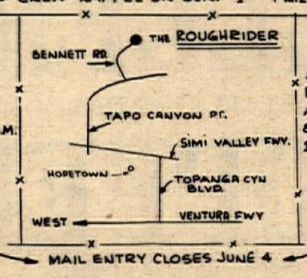
MAIL ENTRY $3.00 - MAIL TO -
DIRT DIGGERS M.C.
% NATE SCIACQUA
7257 BRYNHURST AVE.
LOS ANGELES, CALIF. 90043



SUN. JUNE 13
AMATEUR & EXPERTS - PLUS
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ALL CLASSES. PRACTICE STARTS AT 8:30 AM. SIGN UP CLOSES AT 9:00 AM
1ST EVENT AT 9:30 AM.
POST ENTRY $5.00
MAIL ENTRY $3.00 - MAIL TO -
DIRT DIGGERS M.C.
% JIM CONNOLLY
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REDONDO BEACH, CALIF. 90277

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Half-Miles & TT
Novice & Expert 20% Trophies
New members race in own class.
Sign up 8:30-10
Race $2.25
Gate $1.50
Finisher key chains to all main event riders.
hot food, cold beer, flush toilets
free overnight camping, bring wood, fires OK
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or General Delivery, Adelanto

American Cycle Association presents
June 2—El Toro Speedway Short Track & TT
June 9—El Toro Speedway Short Track & TT
June 16—El Toro Speedway Short Track & TT
For further info. see calendar or phone ACA office 10-6 M-F
(714) 774-3ACA
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Now Over 400 Acres
New Hours:
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$1.00 Per Mini Bike
.50 Per person +10% tax
Release forms required
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Check One: ☐38 ☐40 ☐42 ☐44 ☐46 ☐48
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DEALER & SERVICES DIRECTORY

For listing here write Cycle News, P.O. Box 498, Long Beach, Cal. 90801 or call (213) 427-7433 (ad dept.) Each individual listing $100.00 per year (50 issues).

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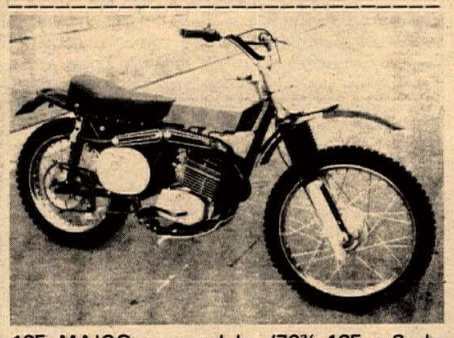

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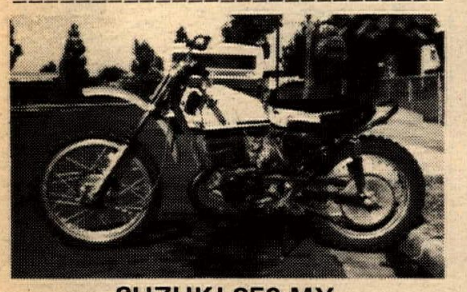

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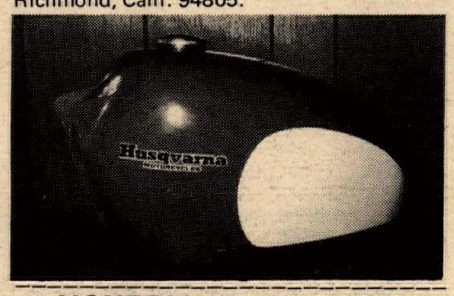

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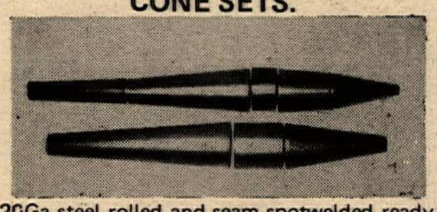

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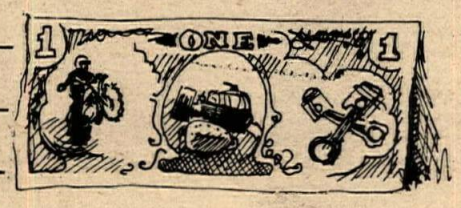

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